

LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA25 | Castle Bromwich and Bromford
Landscape report (LV-001-025)
Landscape and visual assessment

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LONDON-WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA25 | Castle Bromwich and Bromford

Landscape report (LV-001-025)

Landscape and visual assessment



Department
for Transport

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1 Introduction

- 1.1.1 The landscape and visual appendices for the Castle Bromwich and Bromford community forum area (CFA25) comprise:
- a summary of engagement with technical stakeholders (Part 1);
 - an environmental baseline report (Part 2);
 - assessment matrices (Part 3); and
 - a schedule of non-significant effects (Part 4).
- 1.1.2 Maps referred to throughout the landscape and visual appendix are contained in the Volume 5 landscape and visual map book.

Part 1 - Engagement with technical stakeholders

2 Introduction

2.1.1.1 This section describes engagement that has been undertaken with technical stakeholders in relation to the landscape and visual assessment for the Castle Bromwich and Bromford community forum area (CFA25).

Table 1: Stakeholder engagement

Stakeholder	Comment	Response
Solihull Metropolitan Borough Council (SMBC) August 2012	SMBC was contacted in August 2012 and confirmed the acceptance of the proposed visual assessment viewpoints, although noting that additional ones may be required subject to design development.	Noted.
Birmingham City Council (BCC) August 2012	BCC was contacted in August 2012 and: i. reinforced the importance of including a viewpoint at the junction of Fort Parkway including Spitfire Island; and ii. in addition, they considered that an additional viewpoint from the Midpoint Way/Prologis Park junction may be necessary.	In response: i. a viewpoint at the junction of Fort Parkway at Spitfire Island was included; and ii. it was felt that an additional viewpoint at this location was not required as the selected viewpoint within Prologis Park and along Midpoint Way will consider the effect on transport receptors at this location.
SMBC	A meeting was held with SMBC in February 2013 to discuss the Proposed Scheme’s environmental design aims, work undertaken to date and the programme.	

Part 2 – Environmental baseline report

1 Introduction

- 1.1.1 This section describes the baseline for landscape character areas (LCAs) and visual assessment viewpoints located within the study area for this CFA. A summary of the landscape and visual baseline is provided in Volume 2, CFA Report 25, Castle Bromwich and Bromford (CFA Report 25), Section 9.3. The LCA maps (LV-02-098b to LV-02-100a (Volume 5, Landscape and visual Map Book), which are based on an aerial photograph, also help to provide an overview of the character of the area, illustrating the pattern of development, distribution of open spaces and spread of vegetation.
- 1.1.2 This section is organised as follows:
- information on each LCA identified within the study area, including a description of the area and an analysis of the condition, tranquillity, value and sensitivity of each LCA. These are ordered from east to west along the route of the Proposed Scheme;
 - information on the nature of the existing views towards the Proposed Scheme from identified representative visual assessment viewpoints, during both winter and summer, and daytime and night-time where relevant. These are ordered from south to north along the route of the Proposed Scheme; and
 - future baseline conditions are also described.

2 Landscape character assessment

- 2.1.1 The LCAs have been determined with reference to a number of published studies, at the national and local level. Those National Landscape Character Areas of relevance to the study area are described below:
- The Natural England National Character Area 97: Arden¹.
- 2.1.2 Descriptions of all the LCAs identified within the study area are provided below. The LCAs are shown on Maps LV-02-098b to LV-02-100a (Volume 5, Map Book Landscape and visual). A summary description of the LCAs most likely to be affected is included in Volume 2, CFA Report 25, Section 9.3.
- 2.1.2 Where LCAs are located across boundaries between other CFAs, the baseline descriptions for these LCAs are reported in each CFA section in their entirety.

¹ Natural England (2012). *National Character Area profile: 97. Arden*. London, Natural England.

Cole Valley LCA

The majority of this LCA is located within CFA19 but a part of it is located in the east of CFA25. The LCA is characterised by contrasting land uses of agriculture, residences and industry across former parkland. With the exception of the Lakeside Industrial Park, industrial usages are in the south of the LCA (beyond the CFA boundary). The landform of the LCA is a broad valley with areas of gently undulating terrain. It is crossed by the meandering and narrow River Cole, the M42, M6 and M6 Toll, which are heavily trafficked and lit at night. Additional infrastructure crossing the LCA is the Birmingham and Derby line, Birmingham to Nuneaton line, National Grid overhead power lines and several roads linking to settlements, such as the B4114 Birmingham Road and Attleboro Lane. These major transport routes and infrastructure elements heavily fragment the agricultural character of the LCA. Additionally the northern agricultural area is enclosed by the settlements of Coleshill, Gilson, Water Orton and Solihull. There is some intermittent built form at Coleshill Manor (Grade II listed), Coleshill Hall Farm (Grade II listed) and Gilson Hall (Grade II listed) and several residences. There are two large linear woodland blocks within the grounds of Coleshill Manor, The Belt and The Catmore, which with the vegetation of mature trees along the course of the River Cole, the transport corridors and hedgerow field boundaries, are the key vegetation components within the LCA. The generally open and vegetated character of the agricultural areas contrasts with residential and industrial usages in the southern section of the LCA and with the surrounding settlements. There are a few PRoW which cross the LCA, mainly linking the surrounding settlements and crossing the motorway network via overbridges.

Landscape condition

The woodlands, vegetation along the River Cole, the transport corridors and the field boundaries appear to be relatively well maintained. Therefore the landscape condition is considered to be fair.

Tranquillity

Due to the heavily trafficked major transport routes, of which the M6 forms a boundary of the LCA and the substantial levels of street lighting, the tranquillity is considered to be low.

Landscape value

The LCA is designated green belt and is therefore considered to be valued at a regional level.

Sensitivity

Due to the fair condition, low tranquillity and regional value the sensitivity of the LCA is considered to be medium.

Figure 1: Cole Valley LCA Date taken: 1 August 2012. 35mm lens.



Castle Bromwich and Hodge Hill residential LCA

This is a large area of inter-war and post-war housing and open space located to the south of the M6 corridor. Two storey, red brick semi-detached houses with tiled roofs and relatively large gardens predominate. Open spaces, including allotments, are located intermittently throughout the area. Residential and commercial uses have developed along main roads, some of which are lined with prominent and mature street trees. On-street car parking and street lighting is common throughout the area.

Ancillary facilities, including schools, places of worship and shops, are located along key routes such as Bromford Road, Washwood Heath Road and Coleshill Road. These routes are a focus of activity and are busy with traffic in contrast to the quieter residential areas. Topography rises from 95m to 114m AOD around the residential area of Hodge Hill and falls generally towards the valley of the River Tame.

Landscape condition

The buildings within this LCA are generally in good condition. The condition of front gardens and boundary treatments varies plot-by-plot across the area. Open space is fairly well maintained. The overall landscape condition is fair.

Tranquillity

There are numerous open spaces, with tree cover throughout the area improving the sense of tranquillity, in spite of nearby traffic on main roads and street lighting. This results in an overall medium tranquillity.

Landscape value

This area of inter-war and post-war housing, together with intermittent open spaces, is likely to be locally valued by residents living within and/or using the facilities located along its main roads.

Sensitivity

Due to the fair condition, local value and medium tranquillity of the landscape, this LCA is judged to have medium sensitivity to change.

Figure 2: Castle Bromwich and Hodge Hill Residential LCA Date taken: 23 May 2012. Nikon D40 18mm lens.



Park Hall Academy and open space LCA

A large area of public open space and school playing fields to the south of the M6 and A452 corridors dominates this area. The area contains the recently completed Park Hall Academy, Lanchester School and neighbouring Lanchester Park.

Close mown amenity grassland which covers the majority of the area, contrasts with the rough grassland of the open space to the west of Water Orton Lane and adjacent to the M6 corridor. Within the park, there is a small swathe of wildflower meadow, hedgerows and hedgerow trees which integrate and screen fencing, and pockets of deciduous woodland adjacent to the M6, A452 and M42 corridors. Bosworth's Wood is the largest area of woodland, to the north of Lanchester Way. This woodland forms a buffer between the road corridors and nearby residential streets.

Artificial grassed mounds within Lanchester Park's play area create interest within the park's landform, which generally falls gently towards the road corridors in the north and east from 104m to 98m AOD. The topography becomes steeper west of Water Orton Lane, rising to 114m AOD.

Landscape condition

The buildings, playing fields, play area and areas of planting are in a good condition. The linear open space located to the west of Water Orton Lane and adjacent to the M6 corridor is largely unmanaged and lacking in diversity. The overall landscape condition is fair.

Tranquillity

The open space located to the west of Water Orton Lane maintains a greater level of tranquillity than the school grounds and park due to its respective remoteness and the presence of large pockets of deciduous woodland. Tranquillity is reduced when the school grounds and park are in use. Furthermore, lighting associated with the school buildings spills out across the park at night and in the winter. The background noise of the M6 is audible throughout the LCA. This results in an overall medium tranquillity.

Landscape value

Due to the extensive public open space and presence of woodland buffer zones this area is likely to be valued at a local level by residents living in and around the area and using the open spaces for recreation.

Sensitivity

Due to the fair condition, local value and medium tranquillity of the landscape, this character area is judged to have medium sensitivity to change.

Figure 3: Park Hall Academy and Open Space LCA Date taken: 23 May 2012. Nikon D40 18mm lens.



River Tame floodplain LCA

This large area of green belt is set within a wide valley containing the M6 and A452, the Birmingham and Derby line and the meandering River Tame. The area also contains the private Minworth Sewage Treatment Works and Park Hall nature reserve. National Grid overhead power lines and transmission towers are also located throughout the landscape along with road and rail infrastructure such as gantries, overhead electrical lines and lighting. At night, light-spill from roads is evident in neighbouring areas.

The LCA is heavily dissected and fragmented by road and rail corridors running in an east to west direction, the River Tame and fencing to private land boundaries. The nature reserve, a large area of remnant farmland and estate grounds, is heavily wooded, incorporating Langley Hill Wood, Parkhill Wood and Park Hall ancient woodland and a series of ponds and associated wetland habitats. Public access is restricted and is visually contained by the road and rail corridors. Castle Bromwich Scheduled Monument is also located within the LCA, but is inaccessible due to its proximity to the M6.

Landscape condition

The road and rail networks, and their associated vegetation, are maintained and are in fair condition. The Park Hall nature reserve is also a managed space and is considered to be in fair condition. The overall landscape condition is fair.

Tranquillity

The busy road and rail corridors lead to background noise disturbance throughout the day and night. Although the semi-natural open space of Park Hall nature reserve is isolated and relatively remote, the proximity of busy roads and railway lines, transmission towers, lighting and glimpsed traffic from the M6, accompanied by the unpleasant odours from the sewage treatment works, results in an overall medium tranquillity across the LCA.

Landscape value

The character area is located within a designated green belt, suggesting it is valued at a regional level.

Sensitivity

Due to the fair condition, regional value and medium tranquillity of the landscape, this LCA is judged to have high sensitivity to change.

Figure 4: River Tame Floodplain LCA Date taken: 9 May 2012. Canon PowerShot S3 IS 6mm lens.



Minworth sewage treatment works LCA

This area comprises the active Minworth Sewage Treatment Works which occupies an extensive area of flat ground bounded by a galvanised palisade fence. It is situated within the green belt and is bordered to the south by Water Orton Lane, to the north by the A38 Kingsbury Road, to the east by agricultural land and to the west by Minworth Parkway. The sewage works consists of small scale metal clad sheds and brick buildings, a variety of large above and below ground concrete tanks, car parks, footpaths, lighting and small areas of grass with occasional tree planting.

Vegetation is minimal within central areas of the site and generally limited to areas of grass. Trees line the site boundary with the greatest density to the south of the site around Water Orton Lane. Young tree planting has been recently introduced adjacent to Minworth Parkway.

The topography within the area is relatively flat, with a local high point and the junction of Minworth Parkway and Kingsbury Road with views across the sewage treatment works. At night-time the sewage treatment works is lit.

Landscape condition

The works, including areas of grass and peripheral tree and shrub planting, appears to be maintained and is in a fair condition. Boundary fences are fully intact. The overall landscape condition is fair.

Tranquillity

The works appear quiet and are inaccessible to the general public. This contrasts with the roads bordering the site, which are busy. The industrial land use, presence of National Grid overhead power line and transmission towers, lighting and traffic along Kingsbury Road results in an overall low tranquillity across the LCA.

Landscape value

Although the LCA is located within a designated green belt, it is considered that the area has limited landscape value due to the industrial land use, the unpleasant odours and the absence of public realm.

Sensitivity

Due to the fair condition, limited value and low tranquillity of the landscape, this character area is judged to have low sensitivity to change.

Figure 5: Minworth Sewage Treatment Works LCA Date taken: 25 May 2012. Nikon D4o 18mm lens.



Kingsbury Business Park LCA

This small LCA comprises medium-scale offices and industrial units located to the north of Kingsbury Road in Minworth and to the south of the Birmingham and Fazeley Canal. Buildings are generally the equivalent of three-storey and of a metal clad construction. Access is via a narrow circulatory road, from which there are a number of entry points into car parks to the front of the units and with service yards to the side or rear.

The units are a standardised scale and style and are faced with corrugated metal cladding. Buildings are distinguished by signage and the colour of their distinctive window frames. A low cobbled sett wall and low level planting forms the boundary between footpaths and car park areas. The streetscape can appear busy when car parks are full, with cars and lorries parked partly on the footpath. Street lighting is present throughout the LCA.

The business park frontage along Kingsbury Road is vegetated with semi-mature trees and ornamental shrubs that help soften the urban character of the development. Mature trees are prominent to the north of the business park along the canal, and to the south-east along Kingsbury Road, and this provides a strong boundary to the business park. The topography within the LCA is flat.

Landscape condition

Due to the modern construction of the business park, the built materials are in fair condition. The frontage along Kingsbury Road also appears to be fairly well maintained, although areas within may be overlooked. Overall, the condition of the business park is judged to be fair.

Tranquillity

Although there is a relatively high abundance of tree cover in parts of the character area, offering a sense of enclosure, the presence of stationary vehicles, street lighting and the volume of activity associated with the daily function of the business park results in an overall low tranquillity.

Landscape value

The character area has limited landscape value due to the commercial land use.

Sensitivity

Due to the fair condition, limited value and low tranquillity of the landscape, this character area is judged to have low sensitivity to change.

Figure 6: Kingsbury Business Park LCA Date taken: 25 May 2012. Nikon D40 18mm lens.



Wiggins Hill farmland LCA

This is a large area of rolling agricultural land located to the north and east of Minworth and the Birmingham and Fazeley Canal. It comprises expanses of seasonally colourful arable fields, with small to medium scale industrial farm buildings and traditional farmhouses accessed via winding, narrow country lanes lined with grass verges and native hedgerows. Timber telegraph poles are situated at intervals along country lanes, becoming a distinctive feature. There are a number of public houses in the area, which tend to be located at the junctions of key roads.

Although there are pockets of 20th century cottages and bungalows along main routes, the majority of residential properties generally pertain to farming. There are examples of 17th century half-timbered cottages and brick farmhouses and barns which co-exist with larger scale metal clad agricultural units and machinery. Field and road boundaries are generally hawthorn hedgerows, with mature trees along key routes and within residential gardens. The LCA occupies an area of rising land, which enables intervisibility within the Birmingham city centre skyline from within the fields but not generally from roads.

Landscape condition

The land in the LCA is actively managed for arable use. Hedgerow boundaries are unbroken, and gardens are generally well maintained. Overall, the condition is judged to be fair.

Tranquillity

Trees and hedgerows along narrow winding lanes provide enclosure, whilst the open expanse of rolling fields and long range views creates a sense of remoteness. There is no lighting along roads and traffic is minimal. This results in an overall high tranquillity.

Landscape value

The LCA is located within a designated green belt, suggesting it is valued at a regional level.

Sensitivity

Due to the fair condition, regional value and high tranquillity of the landscape, this character area is judged to have high sensitivity to change.

Figure 7: Wiggins Hill Farmland LCA Date taken: 30 May 2012. Nikon D40 18mm lens.



Minworth village residential LCA

Post-war housing is interspersed with associated facilities such as schools, a small number of shops and small to medium-scale open spaces. The majority of the housing is two-storey, semi-detached, and in red brick with a steeply pitched tiled roof, and large gardens. Linear development has occurred along main roads and street lighting is evident. Low, clipped, hedgerows and grassed verges are a common boundary treatment. Later 1980s residential development is found in cul-de-sacs accessed from the main roads.

A large open space with tree planting is located along Water Orton Lane which softens the presence of traffic along Kingsbury Road and Water Orton Lane. Moderate levels of traffic on these roads contrasts with the quieter residential areas particularly to the north of the Birmingham and Fazeley Canal. Access into this area from Kingsbury Road is via a narrow, one-way brick and stone bridge over the canal, which has a steep alignment and reinforces a sense of remoteness. The topography within the LCA is generally flat.

Landscape condition

The condition of buildings is generally good whilst the condition of front gardens and boundary treatments vary plot-by-plot across the area. Open space is fairly well maintained. The overall landscape condition is fair.

Tranquillity

Although traffic along Water Orton Lane and Kingsbury Road is moderate and highway lighting is evident, the open spaces with tree cover and the hedgerow boundaries and grass verges improve the sense of tranquillity. This results in an overall medium tranquillity.

Landscape value

This residential area with intermittent open spaces is likely to be locally valued by residents living within it and/or using the facilities located along its main roads.

Sensitivity

Due to the fair condition, local value and medium tranquillity of the landscape, this LCA is judged to have medium sensitivity to change.

Figure 8: Minworth Village Residential LCA **Date taken: 25 May 2012. Nikon D40 18mm lens.**



Midpoint commercial industrial LCA

Medium and large scale distribution units within Midpoint Park and Prologis Park are located to the north and south of Park Lane, Minworth respectively. Development is generally the equivalent to four storeys in height, metal clad and of a standard scale. Whilst Midpoint Park has been constructed fairly recently, units within Prologis Park have been completed in 2012 and undeveloped plots are evident.

Wide, circulatory roads, with controlled barrier access lead to a number of entry points into car parks and loading bays located at the front of the units, lit by high-level lighting. Footpaths are separated from the car parks by high metal fencing and a linear belt of shrubs and trees, often within a grass verge. Planting within Midpoint Park has matured sufficiently to integrate the development into the environment.

The railway embankment to the south-west and the elevated Kingsbury Road roundabout to the north provide enclosure from the north and west. The topography within Prologis Park is flat, whilst in Midpoint Park the land rises at the junction with Kingsbury Road to 94m AOD and falls again along Park Lane. Tall hedgerows and mature tree planting along Park Lane can be dense, which helps to integrate the developments into the surrounding landscape and provide physical separation from neighbouring residential areas.

Landscape condition

Due to their relatively recent construction, the buildings are in relatively good condition. The planting along key roads also appears to be well maintained. Overall, the condition of the distribution parks is judged to be fair.

Tranquillity

Although the volume of traffic appears low, heavy goods vehicles access the site. There is also a continual presence of stationary vehicles within the loading bays and high level lighting within car park areas. Established planting within and at the boundary of the distribution parks helps to provide a sense of enclosure. This results in an overall medium level of tranquillity.

Landscape value

The area has limited landscape value due to the commercial use.

Sensitivity

Due to the fair condition, low value and medium tranquillity of the landscape, this character area is judged to have low sensitivity to change.

Figure 9: Midpoint Commercial Industrial LCA Date taken: 25 May 2012. Nikon D40 18mm lens.



Farnborough Road Paddock and Open Space LCA

This LCA is defined by a medium-scale, multi-purpose, open space between the residential area of Castle Vale and the Birmingham and Derby line. The area includes allotments, the Castle Vale Nature Conservation Area, a small flood-lit football ground with associated lit car park, a skate park, disused paddocks, sports pitches and Plants Brook (a stream that runs adjacent to the Birmingham and Derby line). Vehicles are permitted in some parts of the open space to provide access to the allotments and the football ground. Footpaths within the open space are tarmac, and those within the nature conservation area have a loose stone surface.

There are numerous types and heights of fence boundaries within the area. There are areas of close-mown grass within the open space and meadow grass within the paddocks and nature conservation area. There are isolated trees within the open grasslands and these form dense groups within the nature conservation area and to the interface with the railway line.

The LCA is predominantly flat. Deciduous tree and shrub planting to the north of Plants Brook, along with the minimal topographical change, provides some screening of the railway line and its associated infrastructure during summer months.

Landscape condition

The majority of the open space appears to be maintained relative to their function. Road surfaces are generally fair, but show signs of surface failure. Boundary fences are on the whole in good condition but with some signs of disrepair. There are unmanaged hedgerows within the nature conservation area. The overall landscape condition is judged to be fair.

Tranquillity

The tranquillity depends on levels of activity within the play areas and football ground. Lighting within the car park area associated with the football ground affects the level of tranquillity at night. The open conservation area maintains a degree of remoteness due to the enclosure of hedgerows and pockets of deciduous woodland. This results in an overall medium tranquillity across the LCA.

Landscape value

Due to the extensive open space and the role of woodland in buffering residential areas from the rail corridors, it is assumed that this area is likely to be valued both at a local level and by residents living nearby and using the open spaces for recreation.

Sensitivity

Due to the fair condition, local value and medium tranquillity of the landscape, this character area is judged to have medium sensitivity to change.

Figure 10: Farnborough Road Paddock and Open Space LCA Date taken: 25 May 2012. Nikon D4o 18mm lens.



Parkfield residential LCA

Parkfield Residential LCA is an area of post 1980s housing development located 100m south of the M6 corridor, with pockets of open space and an enclosed playing fields and playground at Arden Hall. There is a mixture of housing styles within the LCA, including blocks of two and three storey development, bungalows and two storey detached houses. Building materials are brick with tile cladding. Roofs are generally clay tiled and mono pitch. Although car parks are integrated within the residential layout, on street parking and lighting is also common. The absence of a formal boundary to front gardens enables planting to spill out onto the street scene.

Small pockets of open space are located intermittently throughout the area, in particular around Hungerfield Road. Arden Hall playing fields are located off Water Orton Lane and are visually enclosed by housing development and mature hedgerows. Parkfield Drive is a main vehicular route connecting Water Orton Lane to the A452. However, the road maintains a small scale character due to grassed verges with young tree planting.

The landform within the LCA is generally flat but rises in the north eastern tip of the area along Parkfield Drive. The land then falls in a south westerly direction at Brownsover Close, before rising in a westerly direction at Castle Bromwich.

Landscape condition

The buildings within this character area are generally in fair condition. The condition of front gardens and boundary treatments varies across the area, depending on the maintenance of individual plots. Open space is mown. The overall landscape condition is fair.

Tranquillity

The presence of incidental open space, and grass verges with tree planting adjacent to Parkfield Drive improves the sense of tranquillity in spite of the proximity of nearby traffic and lit highways. This results in an overall medium tranquillity.

Landscape value

This residential area with its incidental and designated open spaces is likely to be locally valued by residents living within and/or using the open space.

Sensitivity

Due to the fair condition, local value and medium tranquillity of the landscape, this character area is judged to have medium sensitivity to change.

Figure 11: Parkfield Residential LCA Date taken: 23 May 2012. Nikon D40 18mm lens.



Castle Vale industrial LCA

Castle Vale Industrial LCA is a linear character area constituting disparate groupings of industrial development located along and adjacent the A38 Kingsbury Road. This LCA includes Minworth Industrial Park, an embankment of the Birmingham and Derby line and the A38 dual carriageway. Development consists of warehouses, offices and distribution units, generally up to four storeys high and constructed from a range of building materials reflecting development over time. The scale of the built form varies, but is generally standardised within each area.

The A38 Kingsbury Road is a distinctive feature within the LCA due to its scale, high frequency of activity in comparison to adjoining land uses, and associated vegetation. The two-way route is separated by a wide, grassed verge that supports mature tree and shrub planting. There is also a densely vegetated verge located to the south, which prevents visual access to the wider area and provides a buffer to the nearby residential area of Castle Vale. Vegetation within the industrial estates typically comprises individual trees and shrubs located within areas of grass on the perimeter of individual developments and adjacent to the main roads. Lighting is evident adjacent to highways and within car park areas.

The topography of the LCA is generally flat with the highest point in the vicinity of the junction with the A452 Chester Road. The railway embankment lies approximately 2-4m higher than the Minworth Industrial Park.

Landscape condition

The industrial estates are in fair condition, although the linear development to the north of the A38 Kingsbury Road is derelict and in decline. The road and rail networks, and their associated vegetation, are maintained and are in fair condition. Overall, the condition of the LCA is judged to be fair.

Tranquillity

The A38 Kingsbury Road is a well-lit, busy four lane vehicular route that forms a key feature of the LCA. Although the volume of traffic appears low within industrial areas, large vehicles access the estates and a there is a continual presence of stationary vehicles and lighting. Established planting along main routes helps to soften the urban character of the development. This results in an overall low tranquillity.

Landscape value

The area has limited landscape value due to the industrial and disused land use and the lack of valued components to the local community or residents.

Sensitivity

Due to the fair condition, limited value and low tranquillity of the landscape, this LCA is judged to have low sensitivity to change.

Figure 12: Castle Vale Industrial LCA Date taken: 17 August 2012. Nikon D40 18mm lens.



Plantsbrook local nature reserve LCA

Plantsbrook local nature reserve (LNR) LCA covers an area of approximately 10.5ha and lies immediately adjacent to the residential and industrial areas of Walmley Ash. The LNR includes areas of open water (Dragonfly Pool, Black Pool and Grey Lake), wetlands, areas of dense woodland and meadow. There is a discrete single point of access off the B4148 Eachelhurst Road, where a tarmac track leads to a small linear car park and a prefabricated visitor centre building. The car park area is enclosed by dense vegetation and a timber post and rail fence, beyond which lies the reserve.

The LNR is enclosed by residential development to the north-west and south-west, industrial development to the north-east and south-east and the B4148 Eachelhurst Road on its western boundary. Dense mature planting, self-sown trees and open water are the most prominent elements within the LNR. Informal footpaths and timber boardwalks and platforms offer connectivity around the site for visitors.

There is minimal topographical range within the character area, from 88m to gom AOD. The limited landform and dense tree cover located around the water bodies and at the boundary interface limits the potential for long range views beyond the LNR.

Landscape condition

Plantsbrook LNR is managed to a fair standard. Although a number of trees have become submerged within an area of Dragonfly Pool, the timber boardwalks, platforms, fences and benches appear to be well maintained. Therefore, the overall landscape condition is considered to be fair.

Tranquillity

There is a high volume of tree and shrub cover generally within the LNR, which provides enclosure, seclusion and remoteness from the surrounding residential and industrial areas. This results in an overall high tranquillity across the LCA.

Landscape value

The character area is located within an open space designated under the Birmingham City Council unitary develop plan (BUDP) (2005), suggesting it is valued at a borough/district level.²

Sensitivity

Due to the fair condition, borough/district value and high tranquillity of the landscape, this character area is judged to have high sensitivity to change.

Figure 13: Plantsbrook LNR LCA Date taken: 17 August 2012. Nikon D40 18mm lens.



² Birmingham City Council (BCC) (2005). Birmingham Unitary Development Plan. Birmingham, BCC.

Castle Vale residential LCA

Castle Vale Residential LCA is a large area of post-war housing development, with ancillary facilities such as schools, places of worship, shops, small to medium sized parks and open spaces, located 200m to the north of the M6 corridor and immediately adjacent to the Birmingham and Derby line. Ancillary facilities are located along key transport routes, such as Farnborough Road and Tangmere Drive. These routes are dominant in the LCA due to their width, the flatness of the topography and the set-back nature of the housing layout. Tangmere Drive is a two lane road made distinctive by its wide grass central reservation. Farnborough Road is a two lane route with a parking lane, which increases the visual prominence of the route. Street lighting is evident throughout the LCA.

Residential development in this LCA is predominantly set out geometrically along cul-de-sacs. There is a mixture of housing styles, including blocks of two and three storey houses and apartments and a single block of high rise flats, dating from the 1960s to the present day. Building materials are generally brick, with tile, and occasional timber and cladding. Open space consists of medium sized enclosed parks and smaller pockets of green space with play facilities.

The LCA lies within a broad valley generally between 80m and 82m AOD. The land then rises locally in the northwest to 88m AOD at Manby Road. Tree cover is immature and intermittent. However, the minimal variation within the topographical range diminishes the potential for views.

Landscape condition

The buildings within this character area are generally in fair condition, although this varies, with poorly maintained development visible in some areas. Similarly, the condition of front gardens and boundary treatments varies across the area depending on the maintenance of individual plots. Open space is mown and parks are maintained. The overall landscape condition is fair.

Tranquillity

In spite of nearby road and rail infrastructure and highway lighting along residential streets, the presence of designed parks, buffer planting and incidental open spaces improves the sense of tranquillity. This results in an overall medium tranquillity.

Landscape value

This residential area with its incidental and designated open space is likely to be locally valued by residents living within and/or using the open space.

Sensitivity

Due to the fair condition, local value and medium tranquillity of the landscape, this character area is judged to have medium sensitivity to change.

Figure 14: Castle Vale Residential LCA Date taken: 25 May 2012. Nikon D40 18mm lens.



Castle Bromwich Business Park LCA

Castle Bromwich Business Park LCA is a small character area, constituting medium-scale commercial and industrial units, National Grid overhead power lines and transmission towers and a hotel and pub restaurant, located to the immediate north of the M6 viaduct and River Tame. The Birmingham and Derby line is located to the north of the business park. The commercial and industrial development, located to the east of the A452 Chester Road, is two to four storeys high, with a range of building styles and materials. The hotel development located to the west of the A452 Chester Road is a five storey brick building with a tiled roof.

The business park has a main, narrow, circulatory road, which runs alongside the M6 viaduct, from which there are a number of narrow secondary routes providing access into individual plots. The units are not of a standardised scale, reflecting the changes in the built development over time. The built materials vary, including brick, concrete, corrugated and smooth metal cladding. There is a variety of boundary treatments. High level lighting is evident within car park areas whilst highway lighting is located along routes. Planting at boundaries is inconsistent and does not contribute to the public space.

The hotel frontage along A452 Chester Road is relatively welcoming, with young trees and hedging shrubs, which help to integrate the development. Vegetation within the business park is more prominent at the interface with A452 Chester Road and adjacent to the M6 viaduct. The topography within the small character area has a minimal range and is consistent with the residential area to the north. Vegetation and elevated roads visually enclose the space.

Landscape condition

The buildings are generally in fair condition, and the planting along the A452 Chester Road frontage appears to be fairly well maintained. However, the quality of the appearance of the LCA reduces in eastern areas of the business park, with litter and damage to boundaries. Overall, the condition of the LCA is judged to be poor.

Tranquillity

Although there is a relatively strong presence of tree cover in parts of the character area offering a sense of enclosure from the M6, the industrial land use combined with the visual presence of stationary vehicles and high level lighting results in an overall low tranquillity.

Landscape value

The area has limited landscape value due to the industrial land use, the lack of public realm and the lack of characteristic features and valued components.

Sensitivity

Due to the poor condition, low value and low tranquillity of the landscape, this character area is judged to have low sensitivity to change.

Figure 15: Castle Bromwich Business Park LCA **Date taken: 25 May 2012. Nikon D4o 18mm lens.**



Castle Bromwich heritage village LCA

Castle Bromwich Heritage Village forms part of the Castle Bromwich Conservation Area and comprises the key landmark buildings of the Grade I listed Castle Bromwich Hall and the Grade I listed Church of St Mary and St Margaret. These are located centrally along Hall Road, where the landform peaks at 110m AOD. The LCA also features the Grade II* registered Castle Bromwich Hall Gardens, positioned to the south and west, and a small residential area along Rectory Lane to the east. The area is bounded to the north by the A452, to the south by the B4114 Bradford Road and the east by the B4118 Birmingham Road.

Red brick is the predominant building material. Castle Bromwich Hall is a three storey red brick mansion with a stone porch, clay tiled roof and 12 large leaded windows. The church also has an external red brick facade and bell tower and adjoins the grounds of the Hall, within which features a formally laid out walled garden dating from the 18th century. Brick walls are also a common boundary treatment. The formal enclosed parterre gardens, an area of public open space with trees, lies to the south adjacent to Hall Road, and a large expanse of enclosed grounds with mature trees and grass paths.

Rectory Lane comprises a wide range of large properties from large Victorian Houses to late 20th century bungalows. The wide unmade road and mature trees and hedgerows along the boundaries provide a pleasant setting. Although the landform falls along Rectory Lane in an easterly direction, tree cover provides a sense of enclosure and channels views along the Proposed Scheme. The land also falls westwards, which enables views from the Hall across the grounds.

Landscape condition

Castle Bromwich Hall is maintained as a hotel, and Castle Bromwich Hall Gardens is also managed. The residential buildings within this LCA are generally in fair to good condition. The condition of front gardens and boundary treatments varies depending on the maintenance of individual plots. Rectory Lane is poorly surfaced. The overall landscape condition is judged to be fair.

Tranquillity

Mature trees within the public open space and the enclosed gardens define the LCA. The residential development is low density and set amongst large and frequent green space. This results in an overall high tranquillity.

Landscape value

Although there are a number of nationally significant Grade I listed buildings within the LCA, the area has a predominant borough/district landscape value due to its location within the Castle Bromwich Conservation Area.

Sensitivity

Due to the fair condition, borough/district value and high tranquillity of the landscape, this character area is judged to have high sensitivity to change.

Figure 16: Castle Bromwich Heritage Village LCA Date taken: 23 May 2012. Nikon D40 18mm lens.



Tyburn industrial LCA

Tyburn Industrial LCA is a large character area comprising groups of commercial, industrial and distribution development located to the south of the A38 Kingsbury Road and the B4148 Tyburn Road. The LCA includes the M6 viaduct, the Birmingham and Derby line, Tyburn Industrial Estate, Jaguar Castle Bromwich Assembly Plant, Spitfire Island, Fort Dunlop and a myriad of commercial and industrial development. Development is up to five storeys high and constructed from a range of building materials, including brick, smooth and corrugated metal, cladding and glass. The scale of the built form varies, but is generally standardised within each development area. The elevated M6 viaduct forms a distinct edge along the southern boundary of the LCA.

The Jaguar Castle Bromwich Assembly Plant is a distinctive feature within the LCA due to the length of its frontage along Kingsbury Road. The adjacent Spitfire Island is a sculptural feature, which provides a focal point along key roads. Main roads within the LCA include the elevated M6, the four lane A38 Kingsbury Road and A47 Fort Parkway, which have grass verges and reservations with tree and shrub planting, and interior, circulatory roads. Vegetation within the industrial estates is inconsistent, and where present, tends to comprise trees and shrubs located at the perimeter of individual developments, helping to integrate development. Car parks and street lighting are common components of the character area.

The LCA is located within a broad valley rising to the north of the area. Due to the size and scale of the built form, views from within the area are generally limited.

Landscape condition

The industrial development within this LCA is generally in fair condition, although this varies depending on the age of development. The road and rail networks, and their associated vegetation, are in fair condition and. Overall, the condition of the LCA is judged to be fair.

Tranquillity

The main roads within the LCA include the M6, A38 Kingsbury Road and B41478, which are heavily trafficked major transport routes. Although the volume of traffic appears low within industrial areas, large vehicles access the estates and there is a continual presence of stationary vehicles and lighting within car parks and on the highway. This results in an overall low tranquillity.

Landscape value

The area has limited landscape value due to the industrial land use and the lack of valued components to the local community.

Sensitivity

Due to the fair condition, limited value and low tranquillity of the landscape, this character area is judged to have low sensitivity to change.

Figure 17: Tyburn Industrial LCA Date taken: 30 May 2012. Nikon D40 18mm lens.



Plantsbrook and Gravelly Hill residential LCA

Plantsbrook and Gravelly Hill residential LCA is a large area of inter-war and post-war housing with ancillary facilities, such as schools, churches, shops, parks and small to medium-sized open spaces and allotments. It is located to the north of the M6 corridor. The housing in this LCA is generally two storeys in height, semi-detached, red brick with slate roofs with relatively large gardens. Open spaces are located intermittently throughout the area. linear development has occurred along main roads, some of which are lined with prominent and mature street and garden trees. On-street car parking and street lighting is common throughout the area.

Ancillary facilities are located along key routes, such as the A38 Kingsbury Road, Tyburn Road, A452 Chester Road and A4040 Wood End Road. These routes are characterised by high levels of traffic, creating linear belts of high activity, which contrast with the quieter residential areas. Winding and circular routes within the residential areas are a particularly distinctive feature of the LCA.

The landform steepens dramatically in the Gravelly Hill area, where channelled views of the Birmingham city centre skyline are discernible in some areas.

Landscape condition

The buildings within this LCA are generally in a good condition. The condition of front gardens and boundary treatments vary across the area and are dependent on the maintenance of individual plots. Open space is fairly well maintained. The overall landscape condition is fair.

Tranquillity

There are numerous open spaces with tree cover located throughout the built up residential landscape, which improves the sense of tranquillity, in spite of the presence of traffic and lighting on nearby roads. This results in an overall medium tranquillity.

Landscape value

This area of inter-war and post-war housing, together with intermittent open spaces, is likely to be locally valued by residents living within and/or using the facilities located along its main roads.

Sensitivity

Due to the fair condition, local value and medium tranquillity of the landscape, this LCA is judged to have medium sensitivity to change.

Figure 18: Plantsbrook and Gravelly Hill Residential LCA Date taken: 30 May 2012. Nikon D40 18mm lens.



Pype Hayes Park LCA

Pype Hayes Park LCA is a large public park covering over 40ha in close proximity to the residential areas of Walmley, Wylde Green, Walmley Ash and Erdington. The park includes the Grade II listed Pype Hayes Hall, formal gardens, children’s play area, tennis courts and a pond. These elements are located centrally within the park, surrounded by extensive areas of mown grass and groups of mature tree planting. Pype Hayes Golf Course is located to the north of the park.

The park is bounded predominantly by residential development, the A452 Chester Road on its south-west boundary and the B4148 Eachelhurst Road on its south-east boundaries. These routes are characterised by high levels of traffic, which are apparent from the grassed areas at the periphery of the park. These boundaries are open and defined by a double row of formally planted mature trees. Mature tree planting is most prominent centrally within the park around the pond and golf course, preventing long range views. The landform peaks at the southern tip of the park near the junction of A452 Chester Road and Eachelhurst Road and then falls in a north-easterly direction to the interface with the golf course.

Landscape condition

The facilities, vegetation and water body of Pype Hayes Park are fairly well maintained. Enclosures are fully intact. The overall landscape condition is considered to be fair.

Tranquillity

The park generally has a high volume of tree and shrub cover, which accentuates the feelings of enclosure, seclusion and remoteness from the surrounding urban residential areas. The pond provides an opportunity for quiet contemplation. This results in an overall high tranquillity across the LCA.

Landscape value

The character area is designated as open space within the Birmingham and Solihull UDPs, suggesting it is valued at a borough/district level.

Sensitivity

Due to the fair condition, borough/district value and high tranquillity of the landscape, this character area is judged to have high sensitivity to change.

Figure 19: Pype Hayes Park LCA **Date taken: 30 May 2012. Nikon D40 18mm lens.**



Kingfisher Country Park LCA

The Kingfisher Country Park LCA is a green valley corridor, which follows an 11km stretch of the River Cole. The character area covers over 200ha and is situated adjacent to the residential areas of Shard End and Stechford. There are a number of LNRs within the perimeter of the park, including Yorks Wood (also a designated ancient woodland), Babbs Mill Wood and Alcott Wood. The park also contains the Norman Chamberlain Playing Fields, and water bodies such as Shard End Lake and Babbs Mill Lake. Public rights of way (PROW) through the park are generally informal mown grass tracks or gravel paths, and there are a number of tarmac car parks in proximity to playing field areas.

There are numerous access points into the park adjacent to residential development and minor roads. The type of boundary reflects the changes in character within the adjoining neighbourhood and type of habitat at the interface. There are a number of different habitats within the park, including grassland meadows with clusters of mature trees, deciduous woodlands and wetlands. Mature trees are prominent in particular areas, but not throughout, which enables views across narrow parts of the wildlife corridor to the residential areas on the opposite side.

The landform within the country park is relatively flat.

Landscape condition

The boundary treatments and car park areas, which are located at some interfaces with residential areas, are in good condition. The overall landscape condition is considered to be fair.

Tranquillity

There is a high volume of tree and shrub cover generally within the LCA, which creates a feeling of enclosure, seclusion and remoteness from the surrounding urban residential and industrial areas. There is also a strong sense of enclosure from the residential development located at the periphery. This results in an overall high tranquillity across the LCA.

Landscape value

The character area comprises a number of LNRs, which are designated open space within BCC and SMBC’s UDPs, suggesting it is valued at a borough/district level.

Sensitivity

Due to the fair condition, borough/district value and high tranquillity of the landscape, this character area is judged to have high sensitivity to change.

Figure 20: Kingfisher Country Park LCA Date taken: 30 May 2012. Nikon D4o 18mm lens.



Bromford residential and Bridge North Park LCA

Bromford Residential and Bridge North Park LCA is a linear area of 1980s housing development with ancillary facilities, such as a school, a precinct, a community centre and small to medium size public open spaces, located south of the M6 corridor. There is a mixture of housing styles, including blocks of two and three storey development, bungalows and clusters of high rise flats. Building materials are brick, concrete and cladding. Roofs are generally clay tiled and mono-pitch, although flat roofs become more prominent to the east of the LCA. Blocks of garages are a common feature of the residential development.

Small pockets of open space are located intermittently throughout the area, in between residential cul-de-sac development. A linear swathe of medium-sized open space, known as Bridge North Park, buffers the residential areas from the M6 viaduct to the north. Clusters of trees provide screening to nearby receptors, and a number of play areas provide recreation. Bromford Drive runs through the centre of the area, with ancillary facilities, including schools, churches and shops, located along it. Wide grassed verges with intermittent trees make a small contribution to the green character of the area.

Housing layout responds to the topography of the valley landform, which becomes steeper to the south of Bromford Drive. However, a dense block of woodland along the interface with Hodge Hill Girls School prevents views across the LCA.

Landscape condition

The buildings within this character area are generally in fair condition, although some properties are in poor condition. The condition of front gardens and boundary treatments varies across the area depending on the maintenance of individual plots. Open space is well maintained. The overall landscape condition is fair.

Tranquillity

The open spaces of Bridge North Park and Bridge South Park are beneficial in helping to minimise the impact of the immediately adjacent lit M6 elevated corridor. Incidental open space and grass verges with tree planting adjacent to Bromford Drive also help to improve the sense of tranquillity. However, due to the proximity of the major road infrastructure and lighting, the area maintains a low level of tranquillity.

Landscape value

This residential area, with its incidental and designated open spaces, is likely to be locally valued by residents living within and/or using the open spaces.

Sensitivity

Due to the fair condition, local value and low tranquillity of the landscape, this character area is judged to have medium sensitivity to change.

Figure 21: Bromford Residential and Bridge North Park LCA Date taken:23 May 2012. Nikon D40 18mm lens.



The Fort Shopping Park LCA

The Fort Shopping Park LCA is a small character area located within a predominantly industrial area to the north of the M6 viaduct. It is distinct from the surrounding industry due to the high levels of activity. The retail park has a single point of vehicular entry, off the Fort Parkway, which leads to a number of car park areas with high level lighting located to the front of the units. Service yards are situated to the rear of the units.

The units are three to four storeys in size, are uniform in style and are faced with metal cladding. Shop signs on units are bold and distinctive. Although the retail park frontage is relatively welcoming, with semi-mature trees and ornamental shrubs, car park barriers, signage posts, lighting and masts clutter the public realm. Trees are located intermittently throughout the car parks, which breaks up the expanse of tarmac surfacing. There is minimal topographical change within the LCA. There is tree cover to the south of the LCA at the interface with the viaduct, which assists in screening views of the M6.

Landscape condition

Built materials associated with the commercial development in this LCA are in good condition, although a number of the units are vacant. The public realm within the frontage of the units, car park area, tree and hedge planting and surrounding road network is fairly well maintained. Overall, the condition of the Fort shopping park is judged to be fair.

Tranquillity

Areas of vegetation within the car park and at the interface with the M6 viaduct are beneficial in minimising the impact of activity and noise along the major road infrastructure. However, due to the proximity of the M6 and the light spill from the major road and within car parks pertaining to the retail park, the area has a low level of tranquillity.

Landscape value

The area has limited landscape value due to the commercial land use and the lack of distinctive features and valued components.

Sensitivity

Due to the fair condition, low value and low tranquillity of the landscape, this character area is judged to have low sensitivity to change.

Figure 22: The Fort Shopping Park LCA Date taken: 30 May 2012. Nikon D40 18mm lens.



Spaghetti Junction LCA

The majority of this LCA is located within CFA26.

This LCA is defined by the visually and physically dominant and iconic road infrastructure to the north of Birmingham city centre, where the Gravelly Hill Interchange forms the intersection of the M6 junction 6, the A38 (M) Aston Expressway, A38 and A5127. It also includes two railways, the Cross City line and Walsall line, and is located over three canals and two rivers. Spaghetti Junction is a multi-layered road and viaduct structure, formed in concrete. It reaches a maximum height of approximately 25m and contains roads at five different levels, serving 18 routes covering an area of 12ha. There is a high level of vehicular traffic, including HGVs, providing constant movement and noise. Traffic and noise levels are heavily influenced by the time of day, with peak traffic flows associated with morning and evening rush-hours.

Tree cover, vegetation, rivers and canals are found in the open space which surrounds the junction; however, it is the hard, structural character that dominates this area. After dark, the road lighting is noticeable due to the height of the columns above ground, however this directional lighting is viewed against an urban night sky and headlights are heavily screened by the viaduct parapets.

Landscape condition

Spaghetti Junction is the dominating feature in the landscape and is currently undergoing extensive repairs for concrete deterioration, and this results in the overall poor landscape condition.

Tranquillity

Due to the presence of slip roads, the M6, and two railways, in such a concentrated space which is heavily dominated by engineered structures and influenced by constant vehicular noise, this LCA has a low level of tranquillity.

Landscape value

The LCA has limited landscape value due to the land use, which overshadows the open space beneath (the landscape value of this is scored within the adjacent Salford Reservoir and Aston Park LCA and Brookvale Park LCA).

Sensitivity

Due to the poor condition, limited value and low tranquillity of the landscape, this LCA has a low sensitivity to change

Figure 23: Spaghetti Junction LCA Date taken: 21 August 2012 Canon EOS 20D 28mm lens.



Washwood Heath rail corridor LCA

The majority of this LCA is located within CFAz6.

An industrial area that follows the railway corridor from the Washwood Heath in the east to meet the Birmingham and Fazeley Canal Digbeth Branch as it approaches the city centre. Along with the Birmingham and Derby line, and its associated infrastructure and sidings to the northern boundary, this LCA includes an area of large scale warehouses surrounded by residential areas on valley sides to the south. Occupying the lower lying valley floor, this LCA is visible from residential areas on elevated ground to the east, and views from these areas incorporate the Nechells industrial area beyond merging into a continuous industrial setting, including National Grid overhead power lines, transmission towers, chimneys and associated plumes.

The warehouse buildings of this LCA are interspersed with temporary portakabins, extensive storage, and auto salvage and scrap yards, along with modern business park style units. The buildings are of a varying height, but predominantly two storey equivalent, with a mixture of roof types, including flat and multiple pitched. Many units of land within the LCA are bordered with large perimeter fencing, security fencing and/or hoardings.

There is a mix of lighting types within the LCA, including street lighting, security lighting and temporary lighting associated with demolition and clearance works of the former LDV site. The lights associated with UK Mail are wall mounted flood lights; taller street lights are present on the access road. The white light is very bright and considered to be the most prominent night-time feature.

The LCA is an active one, with vehicle movements visible, including considerable HGV traffic and train movements along railway corridors, as well as with industrial activity. All of this results in a noisy environment. Vegetation is limited, but planting and tree cover is present around the more recent business park units and self-set shrubs and trees are present along boundaries of older industrial units and within the rail corridor.

Landscape condition

Although some of the more modern industrial units are in a good state of repair and environs well managed, the majority of buildings, boundaries and surface treatments have elements of disrepair and damage. The working railways are subject to rigorous maintenance regimes. The overall landscape condition is poor.

Tranquillity

Due to the active nature of this LCA, with frequent vehicular movement, constant noise from the industrial units, yards and heavy goods traffic and light spill, this LCA has a low level of tranquillity.

Landscape value

The LCA has limited landscape value due to its predominantly industrial land use.

Sensitivity

Due to the poor condition, limited value and low tranquillity of the landscape, this LCA has a low sensitivity to change.

Figure 24: Washwood Heath Rail Corridor LCA Date taken: 22 August 2012. Canon EOS 20D 28mm.



3 Visual baseline

- 3.1.1 Descriptions of the identified representative viewpoints are provided below. The viewpoints are shown on Maps LV-07-098b to LV-07-100a and LV-08-098b to LV-08-100a (Volume 5, Landscape and visual Map Book). For each viewpoint, the first part of the baseline description relates to the view during winter, the second part relates to the summer view for viewpoints considered in the operational assessment and, where relevant, the third part relates to the view at night-time.
- 3.1.2 Photos have been included to represent the view from visual receptors during winter and, where relevant, summer. For some visual receptors, no appropriate location from which to capture a representative photo of the view was available, therefore no photo has been included and the assessment has been undertaken based on professional judgement.
- 3.1.3 The number identifies the viewpoint locations which are shown on Maps LV-07-098b to LV-07-100a and LV-08-098b to LV-08-100a (Volume 5, Landscape and visual Map Book). In each case, the middle number (xxx.x.xxx) identifies the type of receptor as follows:
1. protected views - These relate to those viewpoints, panoramas and viewing corridors that have been designated by local authorities, county councils or other relevant stakeholders. Protected views have a high sensitivity to change. None of these receptor types have been identified within the study area;
 2. residential views – These have a high sensitivity to change, as attention is often focused on the landscape surrounding the property, rather than on another focused activity (as would be the case in predominantly employment or industrial areas);
 3. recreational views – These receptors (apart from those engaged in active sports) generally have a high sensitivity to change, as attention is focused on enjoyment of the landscape. Tourists engaged in activities whereby attention is focused on the surrounding landscape or townscape also have a high sensitivity to change;
 4. transport views - Travel through an area is often the means by which the greatest numbers of people view the landscape. Because of the glimpsed nature of the view from trains or vehicles, people travelling through an area on main roads have a low sensitivity to change, while those on scenic routes have a medium sensitivity. People travelling through urban areas (including pedestrians where the focus is not in recreation) generally have a low sensitivity to change although in residential areas this increases to medium. There is one transport view identified within the study area which has been categorised as low sensitivity due to the receptor being a user of public transport;
 5. hotels and healthcare institutions - People staying in hotels and healthcare institutions have periods of time when their attention may be focused on the landscape, whilst at other times attention is more likely to be focused on other activities. Based on the level of interaction with the surrounding landscape, these receptors have a medium sensitivity to change;
 6. employment - People at work and within educational institutions are the least sensitive receptors, as their attention is likely to be focused on their work activity. These receptors have a low sensitivity to change; and
 7. active sports - People engaged in active sports have a low sensitivity to change as their attention is likely to be focused on their activity.

Viewpoint 371.2.001: View west from residences on the B4118 Birmingham Road

This view is representative of residences at the entrance to Water Orton village, looking west towards the M6/A452 road corridor, which is in a cutting.

Figure 25: Viewpoint 371-2-001: Winter view - **Date taken: 13 March 2013.** 5D Mark II 50mm lens (stitched panoramic).



Figure 26: Viewpoint 371.2.001: Summer view - **Date taken: 19 September 2012.** 5D Mark II 50mm lens (stitched panoramic).



Winter

The view is characterised by highway fencing and hedgerows in the foreground and an open expanse of horse paddocks in the middle ground. The background is formed by the mature trees of Park Hall Wood, with National Grid overhead power lines and transmission towers on the skyline. The route of the Proposed Scheme will be in the background of the view passing through Park

Summer

In summer, distant views are obscured by the intervening vegetation of Park Hall Wood and the roadside hedgerows.

Night-time

At night, the B4118 Birmingham Road in the far left of the view is well lit by street lighting, with a night-time glow from the city of Birmingham to the south-west.

Hall Wood and will be obscured by intervening topography and vegetation (see Figure 24).

Viewpoint 370.2.006: Views north from residences on Park View

This is representative of the views from residences on Park View looking north across Lanchester Park towards the A452 and M6.

Figure 27: Viewpoint 370.2.006: Winter view - Date taken: 16 January 2013. 50mm lens (stitched panoramic).



Figure 28: Viewpoint 370.2.006: Summer view - Date taken: 17 August 2012. 50mm lens (stitched panoramic).



Winter

Wildflower grassland with recent tree planting forms the foreground of the view. A hedgerow runs down the left hand side of the view, between the park and the neighbouring Park Hall Academy. Lanchester Way runs down the right hand side. Lighting columns on Lanchester Way are visible against the sky. In the middle ground is an expanse of amenity grass with a multi-use games area and children’s playground, with Bosworth’s Wood to the right. The far edge of the park is delineated by a bank of mature trees and vegetation running parallel with the A452. In the background of the view, the lighting columns along the A452 and M6 can be seen, together with motorway gantry signs. A line of National Grid overhead power lines and transmission towers is a prominent feature on the wooded skyline in the background. The route of the Proposed Scheme will be parallel to and just beyond the M6 and will be obscured by intervening topography and vegetation (see Figure 26).

Summer

In summer, views of the lighting and signage on the A452 and M6 are heavily filtered and partially screened by the intervening vegetation.

Night-time

At night Lanchester Way is lit by streetlights, but the park is unlit. The A452 and M6 are well lit.

Viewpoint 370.6.001: View northwest from B4118 Birmingham Road adjacent to Park Hall College

This viewpoint is from B4118 Birmingham Road just before the bridge over the A452/M6. It is representative of the view of employment receptors from the frontage of Park Hall Academy onto B4118 Birmingham Road.

Figure 29: Viewpoint 370.6.001: Winter view - Date taken: 16 January 2013. 50mm lens/stitched panoramic.



Figure 30: Viewpoint 370.6.001: Summer view - Date taken: 9 August 2012. 50mm lens (stitched panoramic).



Winter

In the foreground of the view is the road bridge over the A452/M6, together with a road sign gantry and light columns, which are elements of urban clutter in the view. The horizon is dominated by established, predominantly deciduous, vegetation in the middle ground with transmission towers visible on the skyline beyond. The route of the Proposed Scheme will pass through the landscape behind the vegetation in the middle ground (see Figure 28).

Summer

In summer, the existing established vegetation will screen views of the route of the Proposed Scheme from this location.

Night-time

At night the street lighting on B4118 Birmingham Road, A452 Chester Road and M6 passing beneath, together with that of the Prologis Park gives rise to sky-glow which reduces the perception of darkness within Park Hall nature reserve in between.

Viewpoint 370.2.007: Partial view northeast from residences on Chadshunt Close

This view is representative of views at ground level from residences on Chadshunt Close looking towards the A452 and M6 across public open space.

Winter

The view (illustrated in Figure 30) is characterised by two storey terraced housing to the right, semi-detached bungalows to the left, boundary fences and open space/gardens and a central public footpath and street light. A tarmac road and PRow are located in the foreground of the view, and the background is terminated by a timber post and rail fence and a belt of semi-mature vegetation. The route of the Proposed Scheme will be in the background of the view and will be obscured by intervening topography and vegetation (see Figure 30).

Summer

A substantial belt of semi-mature vegetation in the background screens the A452 and M6 in summer.

Night-time

At night the foreground is lit by street lighting but the public open space in the middle ground is unlit and relatively dark. Beyond this in the background, there is some sky glow from the A452 and M6 lighting.

Figure 31: Viewpoint 370.2.007 - Winter view Date taken: 16 January 2013. Canon EOS 350D 50mm lens (stitched panorama)



Figure 32: Viewpoint 370.2.007 - Summer view Date taken: 17 August 2012. Canon EOS 350D 50mm lens (stitched panorama)



Viewpoint 370.3.004: View north from the footpath through the public open space overlooking the M6 corridor

This is representative of the views of recreational receptors from the footpath passing through open space to the rear of residences in Chadshunt Close.

Figure 33: Viewpoint 370.3.004: Winter view - **Date taken: 16 January 2013. 50mm lens (stitched panoramic).**



Figure 34: Viewpoint 370.3.004: Summer view - **Date taken: 17 August 2012. 50mm lens (stitched panoramic).**



Winter

An open area of grassland edged by woodland forms the foreground, which slopes north towards the A452 and M6. There are glimpsed views of the A452 and M6, including lighting columns, signs and gantries screened in places by intervening vegetation. The land falls away to the north of the M6 into the floodplain of the River Tame. The commercial and industrial buildings of Castle Bromwich Business Park are visible through the intervening vegetation. There are views of Minworth, Castle Vale and Tyburn in the middle ground. The distinctive Normanton, Fairbourne, Glendale and Kentmere residential tower blocks in Erdington are visible on what is predominantly a wooded skyline. The route of the Proposed Scheme will lie in the middle ground, beyond the M6, transmission towers and woodland block in the centre of the view (see Figure 32).

Summer

In summer, the intervening vegetation screens and filters views of the A452 and M6.

Night-time

At night the A452, M6 and Castle Bromwich Business Park are brightly lit by lighting columns. The residential areas of Castle Vale in the middle ground are also lit by street lighting. Park Hall nature reserve is unlit and is not visible due to intervening topography and vegetation.

Viewpoint 373.4.007: View from a train on the Birmingham and Derby line across Park Hall nature reserve

This view is from trains passing along the Birmingham and Derby and Birmingham to Peterborough lines looking south across Park Hall nature reserve towards Parkhill Wood, Park Hall Wood and the M6.

Viewpoint 373.4.007 - Winter view unavailable

Figure 35: Viewpoint 373.4.007 - Summer view Date taken: 18 July 2013. Canon EOS 350D 18mm lens



Winter

The view is characterised by the River Tame in the foreground and the open, wet grassland, occasional trees and shrubs, lakes, ponds and then woodland on rising ground towards the M6 in the middle ground. National Grid overhead power lines and transmission towers are prominent features in the middle ground. The background is the wooded edge to the A452 beyond the M6. The A452 and M6 are lit by lighting columns. The Proposed Scheme will pass through Park Hall nature reserve into the floodplain and alongside the River Tame.

Summer

In summer, the intervening vegetation filters and partially obscures views of the M6 (see Figure 34).

Night-time

At night, Park Hall nature reserve is unlit, but the M6 and A452 are well lit by lighting columns.

Viewpoint 372.3.001: View north-west from the footpath near Pikehorne Croft overlooking the M6

This is representative of the views of recreational receptors from the footpath passing through the open space adjacent to Pikehorne Croft overlooking the M6 to the north-west.

Figure 36: Viewpoint 372.3.001: Winter view - Date taken: 16 January 2013. 50mm lens (stitched panoramic).



Figure 37: Viewpoint 372.3.001: Summer view - Date taken: 17 August 2012. 50mm lens (stitched panoramic).



Winter

The view is characterised by open grassland and framed by groups of trees and a woodland edge in the foreground, which gently slopes away towards the A452 and M6. Street lighting, National Grid overhead power line, transmission towers and a motorway gantry sign are clearly visible above the vegetation. The A452 and the traffic on it and M6 are clearly visible in the foreground. The middle ground is dominated by the trees and vegetation of the River Tame valley and Park Hall nature reserve, with a backdrop of warehouses and buildings within Midpoint Park. The background of the view is predominantly rural agriculture on gently rising hills to the north. The route of the Proposed Scheme will be located in the middle ground, within the vegetation of the River Tame valley (see Figure 35).

Summer

In summer, views of the A452, M6 and associated lighting and fencing, are partially obscured and filtered by the intervening vegetation. The vegetation in the middle ground also softens the hard lines of the Midpoint Park buildings.

Night-time

At night, the A452 and M6 are well lit and there is lighting in the middle ground from the buildings and roads of Midpoint Park. Park Hall nature reserve appears as a dark, unlit area in the foreground.

Viewpoint 372.2.002: Partial view north-west from residences on Blewitt Close through intervening vegetation

This view is representative of views at ground level from residences on Blewitt Close, taken from the footpath adjacent to properties. There are oblique views towards the M6 corridor from these houses, and direct views from the footpath at the end of Blewitt Close.

Figure 38: Viewpoint 372.2.002: Winter view - Date taken: 16 January 2013. 50mm lens (stitched panoramic).



Figure 39: Viewpoint 372.2.002: Summer view - Date taken: 17 August 2012. 50mm lens (stitched panoramic).



Winter

The view is characterised by mature trees in the foreground which filter views of the A452 and M6 to the north. In the middle ground is an open grassland area sloping towards the A452 and M6 corridor. The route of the Proposed Scheme will lie in the River Tame valley beyond the M6 and there will be glimpsed views of the Proposed Scheme through the intervening vegetation (see Figure 37).

Summer

In summer, views north towards the route of the Proposed Scheme, the A452 and M6, and Castle Vale are obscured by intervening vegetation.

Night-time

At night, the A452 and M6 are well lit by lighting columns, however, the open space in the foreground is unlit.

Viewpoint 373.3.006: View south-east from open space off Park Lane, Castle Vale

This is representative of the view of recreational receptors from the open space between Park Lane, Castle Vale and the existing Birmingham and Derby line looking over the intervening buildings of Midpoint Park and Castle Vale.

Figure 40: Viewpoint 373.3.006: Winter view - Date taken: 17 January 2013. 50mm lens (stitched panoramic).



Figure 41: Viewpoint 373.3.006: Summer view - Date taken: 17 August 2012. 50mm lens (stitched panoramic).



Winter

The view is characterised by a ridge of undulating grassland, with scattered semi-mature trees in the foreground. The land slopes to either side; to the fenced boundary with the Birmingham and Derby line on the east and to the pedestrian knee rails along Park Lane to the west. There are lighting columns on Park Lane. A bound gravel path runs along the top of the ridge, and there is a standing stone sculpture at a focal point along the path that is visible in the centre of the view. The large warehouse buildings of Midpoint Park are visible above the trees along the railway and the edge of the Castle Vale residential estate is visible on the opposite side of Park Lane. The ground surface is only partially visible, due to the density of mature trees and vegetation. The Premier Paper building in Midpoint Park can be seen on the left above the vegetation, and the blue Betterware building above the roofs of the housing. The background of the view is heavily vegetated and includes distant views of Castle Bromwich. The route of the Proposed Scheme will lie behind the middle ground, but views of this area are obscured by intervening vegetation and buildings (see Figure 39).

Summer

In summer, the views towards the route of the Proposed Scheme will be obscured by intervening vegetation.

Night-time

At night, the residential area is well lit by street lighting and the lighting on the M6 can be seen in the distance.

Viewpoint 373.3.001: View south from Castle Vale nature conservation area (Farnborough Fields)

This view is looking south from the north-western corner of the nature conservation area adjacent to the Castle Vale allotment site and playing fields.

Figure 42: Viewpoint 373.3.001: Winter view - Date taken: 13 March 2013. 5D Mark II 50mm lens (stitched panoramic).



Figure 43: Viewpoint 373.3.001: Summer view - Date taken: 19 September 2012. 5D Mark II 50mm lens (stitched panoramic).



Winter

The view is characterised by open, rough, wet grassland in the foreground, with remnants of field boundary fencing. The middle ground is dominated by mature trees and hedgerows that follow the Birmingham and Derby line and the River Tame. On the right hand side of the middle ground are the floodlit sports pitches of The Vale Sports Club. National Grid overhead power lines and transmission towers dominate the background and horizon. The background is wooded, with limited views of the M6. The route of the Proposed Scheme will pass through the middle ground, behind the mature trees and vegetation (see Figure 41).

Summer

In summer, views of the M6 are heavily filtered and screened by intervening vegetation. The existing railway is not visible.

Night-time

At night, the foreground is unlit, with the exception of the playing fields, which are occasionally floodlit. The M6 is well lit, but intervening vegetation filters light spill.

Viewpoint 373.3.003: View south from the north-western boundary of Farnborough Road open space

This is representative of views of recreational receptors from the grass football pitches on Farnborough Road paddock and open space looking south towards the Vale Sports Stadium.

Figure 44: Viewpoint 373.3.003: Winter view - Date taken: 17 January 2013. 50mm lens (stitched panoramic).



Figure 45: Viewpoint 373.3.003: Summer view - Date taken: 17 August 2012. 50mm lens (stitched panoramic).



Winter

The view is characterised by open amenity grassland and sports pitches in the foreground, with a line of semi-mature trees and shrubs partially screening the fence and hoardings surrounding the floodlit pitch of the Vale Sports Club in the middle ground. Transmission towers and floodlights are prominent features in the middle ground. Trains passing along the existing Birmingham

Summer

In summer, the intervening vegetation screens views of the rail and will screen views of the Proposed Scheme. Views of the M6 are also more heavily filtered, reduced to glimpses of high-sided

Night-time

At night, the foreground is unlit, with the exception of the playing fields, which are occasionally floodlit and the street lighting to the access road. The M6 corridor is well lit, but the intervening

and Derby line can be glimpsed through the vegetation behind The Vale Sports Club facilities. The background is dominated by dense woodland, which screens and heavily filters views of the M6, which is in an elevated position in this location. The route of the Proposed Scheme will be located in the middle ground, obscured by intervening vegetation as it will pass behind The Vale Sports Club facilities, and parallel, but to the south of, the existing Birmingham and Derby line (see Figure 43).

vehicles and gantry signs.

vegetation filters light spill.

Viewpoint 372.2.003: View north from residences at Musborough Close

This is representative of the views from residential properties in Musborough Close looking north out across the public open space towards the A452 and M6 road corridors.

Figure 46: Viewpoint 372.2.003: Winter view - Date taken: 16 January 2013. 50mm lens (stitched panoramic).



Figure 47: Viewpoint 372.2.003: Summer view - Date taken: 17 August 2012. 50mm lens (stitched panoramic).



Winter

The view is characterised by open rough grassland in the foreground, with a timber post and rail fence along the footpath to the south, and trees and vegetation to the north as the area slopes down towards the A452 and M6. The middle ground is dominated by the road corridor, with lighting columns, gantries, National Grid overhead power lines and transmission towers. Langley Hill Wood is clearly visible to the left of the view just beyond the M6. The background view is of Castle Vale residential areas and the Chivenor House tower block above the trees. The route of the Proposed Scheme will be situated within the River Tame valley passing through Park Hall nature reserve. This area will be obscured from view here by intervening vegetation (see Figure 45).

Summer

In summer, the views of the A452 and M6, and much of Castle Vale beyond, are obscured by intervening vegetation.

Night-time

At night, the foreground of the view is unlit, however, the A452, M6 and the residential areas of Castle Vale are well lit by street lighting.

Viewpoint 373.2.004: View southeast from residences on Farnborough Road near Rawlins Croft

This is representative of views from Farnborough Road near Rawlins Croft looking south-east across the Farnborough Road Paddock towards Parkhill Wood and the M6 in the distance.

Winter

The view is characterised by a timber post and metal rail fenced horse grazing paddock with occasional groups of mature trees in the foreground. The middle ground is largely hidden by the hedgerow at the back of the paddock, but occasional trees are visible. A line of National Grid overhead power line and transmission towers is a prominent feature in the middle ground. The background is a heavily wooded hillside along which runs the M6 and also the A452 at a higher level. A blue motorway gantry sign and high-sided vehicles are clearly visible above the trees. The route of the Proposed Scheme will pass into the middle ground of the view where it will be largely obscured by intervening vegetation (see Figure 47).

Summer

In summer, views of the M6 and the route of the Proposed Scheme are heavily filtered and partially obscured by intervening vegetation.

Night-time

At night, the M6 and A452 are well lit by tall lighting columns, with Park Hall nature reserve in the middle ground unlit and relatively dark.

Figure 48: Viewpoint 373.2.004 - Winter view Date taken: 27 February 2013. Canon EOS 350D 50mm lens (stitched panorama)



Figure 49: Viewpoint 373.2.004 – Summer view Date taken: 21 June 2012. Canon 5D Mark II 50mm lens (stitched panorama)



Viewpoint 373.7.008: View south from the Vale Sports Club pitches

This view is from the formal sports pitches at The Vale Sports Club looking south towards the existing Birmingham and Derby line, the River Tame and M6.

Figure 50: Viewpoint 373.7.008: Winter view - Date taken: 27 February 2013. 50mm lens (stitched panoramic).



Figure 51: Viewpoint 373.7.008: Summer view - Date taken: 12 October 2012. 50mm lens (stitched panoramic).



Winter

The view is characterised by sports pitches surrounded by concrete panel fencing and a stadium building in the foreground. There is a belt of mature vegetation in the middle ground alongside Plants Brook and the existing Birmingham and Derby line. The background of the view is wooded as the land rises up to the south. There are glimpsed views of traffic on the M6 and blue motorway signs are also visible. The route of the Proposed Scheme will be located in the middle ground, obscured by intervening vegetation as it will pass behind The Vale Sports Club facilities, and parallel, but to the south of, the existing railway (see Figure 49).

Summer

In summer, mature trees in the middle ground of the view filter and partially obscure views of the M6 and the Birmingham and Derby line.

Night-time

At night the sports pitches are occasionally floodlit but Park Hall nature reserve and the middle ground are unlit and dark. The lighting on the M6 and A452 is visible on the horizon.

Viewpoint 372.3.004: View north-west from PRow (M44) off Parkfield Drive overlooking M6 corridor

This view is from the PRow off Parkfield Drive looking north-west towards Castle Bromwich Business Park.

Figure 52: Viewpoint 372.3.004: Winter view - Date taken: 16 January 2013. 50mm lens (stitched panoramic).



Figure 53: Viewpoint 372.3.004: Summer view - Date taken: 17 August 2012. 50mm lens (stitched panoramic).



Winter

The view is characterised by open grassland bisected by Parkfield Drive as it approaches the junction with the A452. The PRow continues west on the left of the view. Apart from at the junction, views of the A452 and M6 are screened by intervening vegetation. National Grid overhead power lines, transmission towers and street lighting are all prominent in the view. The buildings of Castle Bromwich Business Park in the middle ground are visible above the intervening vegetation. The Proposed Scheme will pass through the middle ground of the view but will be largely obscured by intervening topography and vegetation. The background of the view extends across Castle Vale residential areas to the right and Tyburn industrial areas to the left (see Figure 51).

Summer

In summer, views of the A452, M6 and associated lighting and fencing, are further obscured and filtered by the intervening vegetation. The vegetation in the middle ground also softens the hard lines of the buildings of Castle Bromwich Business Park.

Night-time

At night, the A452 and M6 are well lit and there is lighting in the middle ground from the buildings of Castle Bromwich Business Park. The residential and industrial areas in the background add a bright array of light to the view.

Viewpoint 375.2.006: View south-east from residences on Farnborough Road across the open space

This is representative of views from residences on Farnborough Road looking south-east across the open space towards the Vale Sports Club and Birmingham and Derby line.

Figure 54: Viewpoint 375.2.006: Winter view - **Date taken: 27 January 2013. 50mm lens (stitched panoramic).**



Figure 55: Viewpoint 375.2.006: Summer view - **Date taken: 12 July 2012. 50mm lens (stitched panoramic).**



Winter

The view is characterised by the wide street, with semi-mature street trees and pavements set in broad grass verges in the foreground and the expansive green of the Farnborough Road open space and paddock, with groups of semi-mature trees, in the middle ground. Beyond the open space is the Vale Sports Club building and floodlit football pitch. The background of the view is heavily vegetated, with mature predominantly deciduous trees and shrubs in the area rising up from Park Hall Wood towards Lanchester Park. The M6 and its gantry signs are clearly visible in the background. The route of the Proposed Scheme will run parallel to the existing Birmingham and Derby line just beyond the middle ground, obscured by intervening vegetation (see Figure 53).

Summer

In summer, the dense vegetation of the River Tame valley screens the existing railway and the route of the Proposed Scheme from view.

Night-time

At night, Farnborough Road is well lit by light columns, the sports pitches associated with the Vale Sports facilities are floodlit and the M6 and A452 in the background are also well lit. Park Hall nature reserve is unlit and relatively dark.

Viewpoint 373.2.002: View south-east from residences on Javelin Avenue across open space

This is representative of views from residences on Javelin Avenue looking south-east across the Farnborough Road open space towards the Vale Sports Club.

Figure 56: Viewpoint 373.2.002: Winter view - Date taken: 17 January 2013. 50mm lens (stitched panoramic).



Figure 57: Viewpoint 373.2.002: Summer view - Date taken: 25 May 2012. 50mm lens (stitched panoramic).



Winter

The view is characterised by an open expanse of amenity grassland and sports pitches in the foreground, with a bound gravel path running parallel to Javelin Avenue. In the middle ground there are a number of fenced-off formal sports pitches and games areas associated with the Vale Sports Club. Behind these is a line of mature trees and Plants Brook, which flows into the River Tame. Beyond the Brook lies the Birmingham and Derby line, then the River Tame running parallel and Park Hall nature reserve. A line of National Grid overhead power lines and transmission towers is a prominent feature in the middle ground. In the background, amongst the wooded hillside, is the M6 with gantry signs, lighting columns and high-sided vehicles, which are glimpsed through the intervening vegetation. The route of the Proposed Scheme will pass from the background into the middle ground to cross the River Tame and run parallel to the existing railway behind the trees (see Figure 55).

Summer

In summer, views of the M6 and the route of the Proposed Scheme will be heavily filtered and partially obscured by intervening vegetation.

Night-time

At night, there is street lighting to Javelin Avenue, floodlighting to some of the sports pitches in the middle ground, and the M6 and A452 are well lit by tall lighting columns. Park Hall nature reserve and the land around the River Tame are unlit and relatively dark.

Viewpoint 375.2.004: View south from residences on Javelin Avenue

This view is representative of views at ground level from residences on Javelin Avenue from the footpath directly in front of properties.

Figure 58: Viewpoint 375.2.004: Winter view - Date taken: 27 January 2013. 50mm lens (stitched panoramic).



Figure 59: Viewpoint 375.2.004: Summer view - Date taken: 6 June 2012. 50mm lens (stitched panoramic).



Winter

Summer

Night-time

The view is characterised by close mown grass in the recreational open space in the foreground, with the informal, more natural landscape of the River Tame valley beyond in the middle ground. On the horizon is Langley Hill Wood and to either side it is possible to glimpse views of the M6 on higher ground through the intervening vegetation. Trains are visible passing along the Birmingham and Derby line behind the hedgerow vegetation in the foreground. The route of the Proposed Scheme will be located between the railway, the National Grid overhead power line and transmission towers in the middle ground (see Figure 57).

In summer, the intervening vegetation partially screens and filters views of trains on the railway and vehicles on the M6.

Park Hall nature reserve in the middle ground of the view is not lit at night, but there is lighting on the M6 and A452 road corridor in the distance and localised street lighting in the foreground.

Viewpoint 375.6.005: Channelled view south from Chivenor Primary School down Cadbury Drive

This is representative of the employment receptor view from the entrance to Chivenor Primary School looking south across Farnborough Road down Cadbury Drive with Castle Vale Baths on the left and residential properties with walled gardens on the right.

Figure 60: Viewpoint 375.6.005: Winter view - Date taken: 27 February 2013. 50mm lens (stitched panoramic).



Figure 61: Viewpoint 375.6.005: Summer view - Date taken: 9 August 2012. 50mm lens (stitched panoramic).



Winter

The view is characterised by the wide street and roundabout, with trees, bollards and pavements set in broad grass verges in the foreground. The bollards, lamp posts, signs and transmission towers in the background present a degree of urban clutter to the view. This is carried through into the middle ground, which is backed by the mature trees adjacent to the existing Birmingham and Derby line and Castle Vale Business Park, views of which are filtered by the intervening vegetation. The route of the Proposed Scheme will be adjacent to the railway and hidden from view (see Figure 59).

Summer

In summer, views beyond the middle ground are obscured by the mature trees along the railway.

Night-time

At night the area is well lit by street lamps and lighting in the Castle Bromwich Business Park.

Viewpoint 375.2.001: Indirect views / direct views south from residences on Cadbury Drive

This is representative of views from residences on Cadbury Drive looking south towards the Castle Bromwich Business Park.

Figure 62: Viewpoint 375.2.001: Winter view - Date taken: 17 January 2013. 50mm lens (stitched panoramic).



Figure 63: Viewpoint 375.2.001: Summer view - Date taken: 25 May 2012. 50mm lens (stitched panoramic).



Winter

The view is characterised by dense vegetation in and around a brook (Dunlop Channel) that runs parallel to the Birmingham and Derby line. There is a metal railing fence with a gate through which there is a path running alongside the brook towards Farnborough Road Open Space in the east. The middle ground is occupied by the railway and Castle Bromwich Business Park, but views of these features are filtered by the dense foreground vegetation. The M6 in the background is glimpsed between the buildings and intervening vegetation. The route of the Proposed Scheme will lie on the opposite side of the railway and will run through the edge of the Castle Bromwich Business Park (see Figure 61).

Summer

In summer, views of the M6 are almost entirely obscured by intervening vegetation and views of the business park and railway are heavily filtered and partially obscured.

Night-time

At night Cadbury Drive in the foreground is lit by street lights and the Castle Bromwich Business Park in the middle ground is well lit by bright, high level white lighting.

Viewpoint 375.2.002: Indirect views / direct views south from residences on Clayton Walk off Cadbury Drive

This is representative of views from residences in Clayton Walk off Cadbury Drive looking south towards the existing Birmingham and Derby line and the rear of the Castle Bromwich Business Park.

Figure 64: Viewpoint 375.2.002: Winter view - Date taken: 17 January 2013. 50mm lens (stitched panoramic).



Figure 65: Viewpoint 375.2.002: Summer view - Date taken: 12 July 2012. 50mm lens (stitched panoramic).



Winter

The view is characterised by a residential street in the foreground with wide grass verges back-dropped by mature trees and vegetation. National Grid overhead power lines and transmission towers are present in the middle ground, with views of the railway and business park heavily filtered and screened by the intervening vegetation. Views of the M6 viaduct in the background are heavily screened by the intervening vegetation and the buildings of the business park. The route of the Proposed Scheme will run parallel to the existing railway in the middle ground (see Figure 63).

Summer

In summer, views of the railway and business park are almost entirely obscured by the dense intervening vegetation.

Night-time

At night Cadbury Drive in the foreground is lit by street lights and the Castle Bromwich Business Park in the middle ground behind the tree belt is well lit by bright, high level white lighting.

Viewpoint 375.2.003: Indirect / direct views south from residences at the western end of Cadbury Drive near A452 Chester Road

This is representative of views from residences at the western end of Cadbury Drive looking south towards the existing Birmingham and Derby line and the rear of the Castle Bromwich Business Park.

Figure 66: Viewpoint 375.2.003: Winter view - Date taken: 27 January 2013. 50mm lens (stitched panoramic).



Figure 67: Viewpoint 375.2.003: Summer view - Date taken: 12 July 2012. 50mm lens (stitched panoramic).



Winter

The view is characterised by an area of open amenity grassland in the foreground beyond which is dense vegetation in and around a brook running parallel to the Birmingham and Derby line. The middle ground is occupied by the railway and Castle Bromwich Business Park, but views of these features are heavily filtered by the dense foreground vegetation. To the right of the view, it is possible to glimpse the A452 Chester Road bridge over the railway. The route of the Proposed Scheme will be located on the opposite side of the railway under the Castle Bromwich Business Park and A452 Chester Road (see Figure 65).

Summer

In summer, views of the railway and business park are almost entirely obscured by the dense intervening vegetation.

Night-time

At night Cadbury Drive in the foreground is lit by street lights and the Castle Bromwich Business Park in the middle ground behind the tree belt is well lit by bright, high level white lighting.

Viewpoint 377.2.001: View south from residences on Kingsbury Road on the approach to the roundabout junction with A452 Chester Road

This is representative of views south from residences on Kingsbury Road on the approach to the roundabout junction with A452 Chester Road.

Figure 68: Viewpoint 377.2.001: Winter view - Date taken: 27 January 2013. 50mm lens (stitched panoramic).



Figure 69: Viewpoint 377.2.001: Summer view - Date taken: 12 July 2012. 50mm lens (stitched panoramic).



Winter

Summer

Night-time

The foreground is characterised by the busy dual carriageway of Kingsbury Road and its wide grass central reservation, with occasional trees. The view overlooks the Ravenside retail park in the middle ground, with views of the M6 obscured by the retail buildings. Above these buildings in the background it is possible to see the tops of transmission towers, residential tower blocks on Bromford Drive, Fort Dunlop and various chimney stacks in the industrial area. The Proposed Scheme will be hidden from view by the intervening retail buildings (see Figure 67).

In summer, the vegetation in the foreground does little to screen or filter views.

At night, Kingsbury Road and the Ravenside retail park are well lit.

Viewpoint 377.2.002: View south from residences on A452 Chester Road

This is representative of views from residences on A452 Chester Road looking south towards Castle Bromwich and the M6.

Winter

The view is characterised by a dual carriageway with wide central reservation and occasional mature street trees. Adjacent to the road are the GKN Driveline commercial and industrial buildings. The middle ground gently falls away towards the roundabout junction with Kingsbury Road and the clutter of street lights, signs, trees and buildings prevents clear views in this direction. The background of the view appears wooded on higher ground. The route of the Proposed Scheme will be not visible, as it will be obscured by intervening topography and buildings (see Figure 69).

Summer

In summer, views of the background and middle ground components will be softened and partially screened by intervening vegetation.

Night-time

At night, the area is well lit by street lighting.

Figure 70: Viewpoint 377.2.002 - Winter view Date taken: 17 January 2013. Canon EOS 350D 50mm lens/stitched panoramic.



Figure 71: Viewpoint 377.2.002 - Summer view Date taken: 12 July 2012. Canon EOS 350D 50mm lens (stitched panorama)



Viewpoint 377.4.003: View south from Spitfire Island overlooking M6

This is representative of transport receptor views from the junction of Tangmere Drive and A452 Chester Road at Spitfire Island roundabout looking south towards Castle Bromwich.

Figure 72: Viewpoint 377.4.003: Winter view - Date taken: 27 February 2013. 50mm lens/stitched panoramic.



Figure 73: Viewpoint 377.4.003: Summer view - Date taken: 12 October 2012. 50mm lens/stitched panoramic.



Winter

Summer

Night-time

The view is characterised by a roundabout in the foreground with a modern sculptural feature at its centre. There is amenity planting on the roundabout and alongside connecting roads, including semi-mature trees and shrubs. Transmission towers, National Grid overhead power lines and street lights are prominent in the middle ground of the view. The industrial and commercial buildings of Castle Bromwich Business Park can be glimpsed in the background with the elevated M6 visible behind back-dropped by the woodland of Castle Bromwich Conservation Area. The Proposed Scheme will be to the left of the large transmission tower in the middle ground, before entering into tunnel (see Figure 71).

In summer the intervening vegetation in the foreground obscures views of the M6 and Castle Bromwich Business Park.

At night street lighting illuminates the roads.

Viewpoint 377.5.003: View east from Castle Bromwich Inn, Castle Bromwich.

This viewpoint is representative of views from the Castle Bromwich Inn hotel on the Chester Road bridge looking east over the A452 Chester Road towards Castle Bromwich Business Park and Castle Vale.

Figure 74: Viewpoint 377.5.003: Winter view - **Date taken: 17 January 2013. 50mm lens/stitched panoramic.**



Figure 75: Viewpoint 377.5.003: Summer view - **Date taken: 12 October 2013. 50mm lens/stitched panoramic.**



Winter

The view (illustrated in Figure 73) is characterised by the existing Birmingham and Derby line and track-side vegetation and an industrial building and car park within the Castle Bromwich Business Park. Large transmission towers are a dominant feature in the middle ground and background of the view. The route of the Proposed Scheme will be located alongside the existing Birmingham and Derby line, but will be obscured from view by the parapet wall of Chester Road bridge and intervening buildings (see Figure 73).

Summer

In summer, there is no appreciable difference in view as a result of vegetation.

Night-time

At night there are street lights across the bridge and a lighting glow from the industrial buildings and residential areas of Castle Vale which are hidden from view.

Viewpoint 378.2.009: View west from residences on Fairholme Road near the junction with Bromford Road

This is representative of views from residences on Fairholme Road looking west towards the proposed Washwood Heath Rolling Stock Maintenance Depot site and M6 corridor.

Winter

The view is characterised in the foreground and middle ground by a residential street consisting of two storey semi-detached houses, with small front gardens and street trees and lighting columns set in grass verges. In the background of the view are two gasometers (on Watson Road, Gravelly), which are prominent land marks. The route of the Proposed Scheme will lie in the middle ground, obscured from view by the intervening buildings (see Figure 75).

Summer

In summer, the street trees and other intervening vegetation filter views towards the route of the Proposed Scheme and the M6.

Night-time

At night the residential street in the foreground is lit by street lighting. The UK Mail building and associated yard in the middle ground is well lit at night, set in the context of the M6 lighting and general urban lighting in the background.

Figure 76: Viewpoint 378.2.009 - Winter view **Date taken: 16 January 2013. Canon EOS 350D 50mm lens (stitched panorama)**



Figure 77: Viewpoint 378.2.009 - Summer view **Date taken: 30 May 2012. Canon EOS 350D 50mm lens (stitched panorama)**



Viewpoint 383.2.001: Views south-east from residences on Oval Road

This view is from residences on Oval Road looking south-east along St. Dominic’s Road towards the Tyburn industrial area and the M6.

Winter

The view is characterised by a steeply sloping footpath between housing, leading to a residential street of semi-detached and terraced two-storey houses in the foreground. The middle ground is dominated by large commercial and industrial buildings and the M6 Bromford viaduct. A prominent line of transmission towers and National Grid overhead power lines crosses the middle ground. The background extends into the residential areas of Washwood Heath, Hodge Hill and Ward End. The Proposed Scheme will lie beyond the M6 in the middle ground occupying an area of recently cleared former industrial land (See Figure 77).

Summer

In summer the vegetation softens views of the M6 and commercial buildings in the middle ground.

Night-time

At night the view is well lit by street lighting and lighting to the commercial and industrial areas.

Figure 78: Viewpoint 383.2.001 - Winter view **Date taken: 17 January 2013. Canon EOS 350D 50mm lens (stitched panorama)**



Figure 79: Viewpoint 383.2.001 - Summer view **Date taken: 30 May 2012. Canon EOS 350D 50mm lens (stitched panorama)**



Part 3 - Assessment matrices

1 Landscape assessment matrix

1.1.1 Table 2 summarises the assessment of significance for all the LCAs identified within the study area. These are ordered from east to west along the route of the Proposed Scheme. Non-significant effects (minor or negligible) are summarised in part 4 of this volume. For some LCAs it has been identified that no further assessment is required in one of the assessment years. This is on the basis that, through application of professional judgement, it has been determined that no significant effects will occur and therefore no further assessment has been undertaken.

Table 2: Landscape assessment matrix

Landscape character area	Construction	Operation year 1	Operation year 15	Operation year 60
Cole Valley LCA	Moderate adverse	Moderate adverse	Minor Adverse	Minor Adverse
Castle Bromwich and Hodge Hill residential LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Park Hall Academy and open space LCA	Minor adverse	No further assessment required	No further assessment required	No further assessment required
River Tame floodplain LCA	Major adverse	Moderate adverse	Moderate adverse	Moderate adverse
Minworth sewage treatment works LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Kingsbury Business Park LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Wiggins Hill farmland LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Minworth village residential LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Midpoint commercial industrial LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Farnborough Road Paddock and open space LCA	Moderate adverse	Minor adverse	Negligible	Negligible
Parkfield residential LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Castle Vale industrial LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Plantsbrook local nature reserve LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Castle Vale residential LCA	Minor adverse	Negligible	Negligible	Negligible
Castle Bromwich Business Park LCA	Moderate adverse	Minor adverse	Negligible	Negligible
Castle Bromwich heritage village LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Tyburn industrial LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Plantsbrook and Gravelly Hill residential LCA	Negligible	No further assessment required	No further assessment required	No further assessment required

Pype Hayes Park LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Kingfisher Country Park LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Bromford residential and Bridge North Park LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
The Fort Shopping Park LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Spaghetti Junction LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Washwood Heath rail corridor LCA	Moderate adverse	Minor beneficial	Minor beneficial	Minor beneficial

2 Visual assessment matrix

2.1.1 Table 3 summarises the assessment of significance for all the representative viewpoints identified within the study area. These are ordered from east to west along the route of the Proposed Scheme. Non-significant effects (minor or negligible) are summarised in part 4 of this volume. For some viewpoints it has been identified that no further assessment is required in one of the assessment years/seasons. This is on the basis that, through application of professional judgement, it has been determined that no significant effects will occur and therefore no further assessment has been undertaken. The night-time assessment has only been undertaken for residential, hotel and healthcare receptors with a view of proposed continuous lighting during either construction or operation.

Table 3: Visual assessment matrix

Viewpoints		Construction		Operation year 1 (2026)			Operation year 15 (2041) summer	Operation year 60 (2086) summer
		Winter	Night-time	Winter	Summer	Night-time		
371.2.001	View west from residences on the B4118 Birmingham Road	Moderate adverse	No further assessment required	Minor adverse	Negligible	No further assessment required	No further assessment required	No further assessment required
370.2.006	Views north from residences on Park View	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
370.6.001	View north-west from B4118 Birmingham Road adjacent to Park Hall College	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	No further assessment required	No further assessment required
370.2.007	Partial view north-east from residences on Chadshunt Close	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
370.3.004	View north from the footpath through the public open space overlooking the M6 corridor	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
373.4.007	View from the Derby and Birmingham train across Park Hall NR	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse
372.3.001	View north-west from the footpath near Pikehorne Croft overlooking the M6	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
372.2.002	Partial view north-west from residences on Blewitt Close through intervening vegetation	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
373.3.006	View south-east from open space off Park Lane, Castle Vale	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
373.3.001	View south from Castle Vale Nature Conservation Area (Farnborough Fields)	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
373.3.003	View south from the north-western boundary of Farnborough Road Open Space	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Negligible	Negligible
372.2.003	View north from residences at Musborough Close	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
373.2.004	View south-east from residences on Farnborough Road near Rawlins Croft	Moderate adverse	No further assessment required	Minor adverse	Negligible	No further assessment required	Negligible	Negligible
373.7.008	View south from The Vale Sports Club pitches	Minor adverse	No further assessment required	Minor adverse	Negligible	No further assessment required	Negligible	Negligible
372.3.004	View north-west from PRoW (ref. M44) off Parkfield Drive overlooking M6 corridor	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
375.2.006	View south-east from residences on Farnborough Road across the open space	Moderate adverse	No further assessment required	Minor adverse	Negligible	No further assessment required	Negligible	Negligible

373.2.002	View south-east from residences on Javelin Avenue across open space	Moderate adverse	No further assessment required	Minor adverse	Negligible	No further assessment required	Negligible	Negligible
375.2.004	View south from residences on Javelin Avenue in front of residential properties	Moderate adverse	Minor adverse	Moderate adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
375.6.005	Channelled view south from Chivenor Primary School down Cadbury Drive	Negligible	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
375.2.001	Indirect views / direct views south from residences on Cadbury Drive	Moderate adverse	Minor adverse	Minor adverse	Negligible	No further assessment required	Negligible	Negligible
375.2.002	Indirect views / direct views south from residences on Clayton Walk off Cadbury Drive	Moderate adverse	Minor adverse	Minor adverse	Negligible	No further assessment required	Negligible	Negligible
375.2.003	Indirect / direct views south from residences at the western end of Cadbury Drive near A452 Chester Road	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
377.2.001	View south from residences on Kingsbury Road on the approach to the roundabout junction with A452 Chester Road	Negligible	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
377.2.002	View south from residences on A452 Chester Road	Negligible	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
377.4.003	View south from Spitfire Island overlooking M6	Negligible	No further assessment required	No further assessment required	No further assessment required		No further assessment required	No further assessment required
377.5.003	View east from Castle Bromwich Inn, Castle Bromwich.	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
378.2.009	View west from residences on Fairholme Road near the junction with Bromford Road	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
383.2.001	Views south-east from residences on Oval Road	Negligible	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required

Part 4 – Schedule of non-significant effects

1 Temporary effects arising during construction

1.1.1 Due to the scale of the construction activities, works will be highly visible in many locations and will have the potential to give rise to significant effects which cannot be mitigated. This is commonplace with construction of major infrastructure projects, but it should be noted that these effects are temporary in nature and relate to the peak construction phase. Effects during other phases of works are likely to be less due to less construction equipment being required at the time and a reduced intensity of construction activity.

1.1 Landscape assessment

1.1.2 Table 4 summarises the assessment for all the LCAs identified within the study area, which are considered to experience non-significant effects (minor or negligible) during construction of the Proposed Scheme. These are ordered from east to west along the route of the Proposed Scheme.

Table 4: Schedule of non-significant landscape effects during construction

Landscape character area	Description of effect
Castle Bromwich and Hodge Hill residential LCA	Although the setting of the LCA will be locally affected by construction traffic and a site access entrance in the vicinity of Bromford Lane and Bromford Road, construction will generally have a barely perceptible change to wider setting of the LCA due to the presence of buffer residential and commercial/industrial development between the LCA and the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible.
Park Hall Academy and open space LCA	The setting of the LCA will be partly affected by construction activity within the neighbouring River Tame Floodplain and Cole Valley LCAs (vehicles, fencing enclosures, three satellite compounds, plant equipment and general activity). The direct impacts on this LCA (construction traffic), combined with the indirect impacts on its setting, will include changes that are considered largely inconspicuous within the existing character and setting. However, the temporary construction activities will introduce elements that discernibly alter the tranquillity of the character area. Therefore, the magnitude of change is considered to be low.
Minworth sewage treatment works LCA	Construction will have a barely perceptible change to wider setting due to the distance (650m from the boundary of land required for construction at nearest point) from the construction of the Proposed Scheme, the presence of mature screening vegetation along Water Orton Lane and existing large scale development within the neighbouring Midpoint Commercial Industrial LCA. Therefore, the magnitude of change is considered to be negligible.
Kingsbury Business Park LCA	Construction will have a barely perceptible change to wider setting due to distance (1km from the boundary of land required for construction at nearest point) from the construction of the Proposed Scheme and the presence of mature screening vegetation along Kingsbury Road and Water Orton Lane. Therefore, the magnitude of change is considered to be negligible.
Wiggins Hill farmland LCA	Construction will have a barely perceptible change to wider setting due to distance (1.2km from the boundary of land required for construction at nearest point) from the construction of the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible.
Minworth Village residential LCA	Construction will have a barely perceptible change to wider setting due to distance (500m from the boundary of land required for construction at nearest point) from the construction of the Proposed Scheme and the presence of mature screening vegetation within the adjacent Midpoint Commercial Industrial LCA. Therefore, the magnitude of change is considered to be negligible.
Midpoint commercial industrial LCA	Although the setting of the LCA will be locally affected by the creation of an access route to a balancing pond within the adjacent River Tame Floodplain LCA, construction will generally have a barely perceptible change to wider setting of the LCA due to the presence of buffer green space with mature vegetation between the LCA and the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible.
Parkfield residential LCA	Construction will have a barely perceptible change to wider setting due to the presence of intervening tree cover associated with the adjacent green space and M6 major road corridor and landform. Therefore, the magnitude of change is considered to be negligible.
Castle Vale industrial LCA	Construction will have a barely perceptible change to wider setting due to distance (1.4km from the boundary of land required for construction at nearest point) from the construction of the Proposed Scheme and the presence of intervening tree cover. Therefore, the magnitude of change is considered to be negligible.
Plantsbrook local nature reserve LCA	Construction will have a barely perceptible change to wider setting due to distance (1.4km from the boundary of land required for construction at nearest point) from the construction of the Proposed Scheme and the presence of intervening tree cover. Therefore, the magnitude of change is considered to be negligible.
Castle Vale residential LCA	Changes to the landscape character within the LCA, as a result of direct effect from construction, will be localised and restricted to the Cadbury Drive area. Indirect effects on the setting of the LCA will alter the character through visually prominent construction plant and the presence of construction traffic along Cadbury Drive, Farnborough Road and Tangmere Drive. Although these localised effects are judged to be of medium magnitude, the overall effects on landscape character within the wider LCA will be of a low magnitude of change.

Castle Bromwich heritage village LCA	Construction will have a barely perceptible change to wider setting due to distance (350m from construction boundary at nearest point) from the construction of the Proposed Scheme and the presence of intervening mature tree cover which lies between the LCA and the M6 road corridor. Therefore, the magnitude of change is considered to be negligible.
Tyburn industrial LCA	Although the setting of the LCA will be locally affected by construction traffic along A452 Chester Road, Fort Parkway and Heartlands Parkway, construction will generally have a barely perceptible change to wider setting of the LCA due to the screening presence of the M6 viaduct and associated buffer vegetation between the LCA and the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible.
Plantsbrook and Gravelly Hill residential LCA	Construction will have a barely perceptible change to wider setting due to distance (350m from the boundary of land required for construction at nearest point) from the construction of the Proposed Scheme and the screening presence of medium to large scale development within the neighbouring Tyburn Industrial LCA. Therefore, the magnitude of change is considered to be negligible.
Pype Hayes Park LCA	Construction will have a barely perceptible change to wider setting due to distance (1.4km from the boundary of land required for construction at nearest point) from the construction of the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible.
Kingfisher Country Park LCA	Construction will have a barely perceptible change to wider setting due to distance (1.6km from the boundary of land required for construction at nearest point) from the construction of the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible.
Bromford residential and Bridge North Park LCA	Although the setting of the LCA will be locally affected by the diversion of a gas main within the green space adjacent to Chillinghome Road, construction will generally have a barely perceptible change to wider setting of the LCA due to the screening presence of the M6 viaduct and associated buffer vegetation between the LCA and the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible.
The Fort Shopping Park LCA	Although the setting of the LCA will be locally affected by construction traffic along Fort Parkway and Heartlands Parkway, construction will generally have a barely perceptible change to wider setting of the LCA due to the screening presence of the M6 viaduct and associated buffer vegetation between the LCA and the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible.
Spaghetti Junction LCA	Construction will involve no loss of characteristic landscape elements within the LCA and the presence of construction activity will be a barely perceptible change to the wider setting. Therefore the magnitude of change to landscape character is considered to be negligible. Assessed alongside the low sensitivity of the character area, this will result in a negligible effect.

1.2 Visual assessment

1.2.1 Table 5 summarises the assessment for all the representative viewpoints identified within the study area, which are considered to experience non-significant effects (minor or negligible) during construction of the Proposed Scheme. These are ordered from east to west along the route of the Proposed Scheme. The construction assessment has been undertaken during winter, in line with best practice guidance, to ensure a robust assessment. However, in some cases, visibility of construction activities may be reduced during summer when vegetation, if present in a view, will be in leaf.

Table 5: Schedule of non-significant visual effects during construction

Viewpoint		Description of effect
371.2.001	View west from residences on the B4118 Birmingham Road	Significantly affected during daytime construction: refer to Volume 2
		Given the presence of existing lighting along the B4118, effects at night will be non-significant and no further assessment is required
370.2.006	Views north from residences on Park View	<p>The construction equipment used to build the new Water Orton Road bridge over the A452, M6 and the Proposed Scheme will be visible in the background of the view above the intervening vegetation. The repositioning of the National Grid overhead power lines and transmission towers will also be visible on the horizon but this will be a temporary activity. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.</p>
370.6.001	View north-west from Water Orton Road adjacent to Park Hall College	<p>With the exception of the new road bridge, the construction activities will be filtered and partially obscured by the intervening vegetation alongside the M6 in the middle ground. There will be substantial changes to the view in the foreground as a result of the proposed Water Orton Road bridge. Therefore, the magnitude of change is considered to be medium.</p> <p>The medium magnitude of change assessed alongside the low sensitivity of the receptor will result in a minor adverse effect.</p>
370.2.007	Partial view north-east from residences on Chadshunt Close	<p>The majority of construction activities will be obscured by intervening topography and vegetation in the middle ground of the view. However, the re-positioning of National Grid overhead power lines and transmission towers and potentially the tops of cranes utilised to build the River Tame viaduct passing through Park Hall nature reserve will be visible above the vegetation. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.</p>
370.3.004	View north from the footpath through the open space overlooking the M6 corridor	The existing topography and intervening vegetation obscure views of the works to divert the River Tame through Park Hall nature reserve. In the middle ground the re-positioning of the National Grid overhead power lines and transmission towers together with the construction of the River Tame viaduct will be visible. These views will be filtered and partially obscured by intervening vegetation. Therefore the magnitude of change is considered to be low.

		The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.
372.3.001	View north-west from the footpath near Pikehorne Croft overlooking the M6	<p>The existing topography and intervening vegetation will filter and partially obscure views of the works to divert the River Tame through Park Hall nature reserve. The construction of the River Tame viaduct and Langley Hill embankment with retaining wall on its northern side of the Proposed Scheme will pass through the middle ground of the view at an elevation 10m higher than existing ground levels and existing Birmingham and Derby line. The Proposed Scheme will be visible above the intervening trees and A452/M6 road corridor. In the middle ground, the re-positioning of the National Grid overhead power lines and transmission towers together with the construction of the River Tame viaduct will be visible. These views will be filtered and partially obscured by intervening vegetation. Any working during winter season will potentially involve lighting to construction sites but this is unlikely to raise existing light levels in this view due to the proliferation of lighting in the foreground, middle ground and background. Therefore, the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in a minor adverse effect.</p>
372.2.002	Partial view north-west from residences on Blewitt Close through intervening vegetation	<p>The construction activities will be heavily filtered by the existing mature vegetation in the foreground. However, there may be glimpsed views of the re-positioning of transmission towers and the construction of the River Tame viaduct through and over the trees and vegetation. These views will be filtered and partially obscured by intervening vegetation. Any working during winter season will potentially involve lighting to construction sites but this is unlikely to raise existing light levels in this view due to the proliferation of lighting in the foreground, middle ground and background. Therefore, the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.</p>
373.3.006	View south-east from public open space off Park Lane, Castle Vale	The construction activities associated with the River Tame viaduct passing through Park Hall nature reserve may be visible above the roof tops of the large warehouse buildings of Midpoint Park and the trees along the Birmingham and Derby line. The background of the view is heavily vegetated and includes distant views of Castle Bromwich. The route of the Proposed Scheme will lie behind the middle ground, but views of this area are obscured by intervening vegetation and buildings.
372.2.003	View north from residences at Musborough Close	<p>The majority of construction activities will be obscured by intervening topography and vegetation in the middle ground of the view. However, the re-positioning of the National Grid overhead power lines and transmission towers and possibly the tops of cranes utilised to build the River Tame viaduct passing through Park Hall nature reserve will be visible above the vegetation. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.</p>
373.2.004	View south-east from residences on Farnborough Road near Rawlins Croft	<p>Significantly affected during daytime construction: refer to Volume 2</p> <p>Construction during winter will require lighting to construction sites which will illuminate parts of Park Hall nature reserve that are currently dark. However, this will be viewed in context of occasionally floodlit sports pitches and the back-drop of the M6 and A452 Chester Road on the horizon. Therefore the magnitude of change is considered to be negligible, which assessed alongside the high sensitivity of the receptor will result in a negligible effect.</p>
373.7.008	View south from The Vale Sports Club pitches	<p>The construction of the River Tame viaduct will be visible cutting across the middle ground of the view passing from Park Hall Wood on the left into Park Hall nature reserve and the River Tame valley on the right. The works to divert the River Tame will be obscured from view by intervening vegetation, but the River Tame viaduct will be 10m higher than existing ground level and will be visible through and above the tops of intervening vegetation. Any working during winter season will potentially involve lighting to construction sites which will illuminate parts of Park Hall nature reserve that are currently dark, however, this will be viewed in context of occasionally floodlit sports pitches and the back-drop of the M6/A452 on the horizon. Therefore, the magnitude of change is considered to be medium.</p> <p>The medium magnitude of change assessed alongside the low sensitivity of the receptor will result in a minor adverse effect</p>
372.3.004	View north-west from PRoW (ref. M44) off Parkfield Drive overlooking M6 corridor	<p>The majority of construction activities will be obscured by intervening topography and vegetation in the middle ground of the view. However, the re-positioning of the National Grid overhead power lines and transmission towers and possibly the tops of cranes utilised to build the River Tame viaduct passing through Park Hall nature reserve and the tunnel portal retained cutting (Castle Bromwich retained cut) within Castle Bromwich Business Park will be visible above the vegetation. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.</p>
373.2.002	View south-east from residences on Javelin Avenue across open space	<p>Significantly affected during daytime construction: refer to Volume 2</p> <p>Construction during winter will require lighting to construction sites which will illuminate parts of Park Hall nature reserve that are currently dark. However, this will be viewed in context of floodlit sports pitches and the back-drop of the M6 and A452 Chester Road on the horizon. Therefore the magnitude of change is considered to be negligible, which assessed alongside the high sensitivity of the receptor will result in a negligible effect.</p>
375.2.004	View south from residences on Javelin Avenue in front of residential properties	<p>Significantly affected during daytime construction: refer to Volume 2</p> <p>Although there is existing lighting along the M6 and the A452 Chester Road corridor in the distance, and localised street lighting in the foreground, the construction activities will result in additional lighting in the middle ground of the view, which is an area that is currently not lit at night. Any working during winter season will potentially involve lighting to construction sites which will illuminate the public open spaces and parts of Park Hall nature reserve that are currently dark. However, given the presence of existing lighting along the M6 and the A452 corridor and in the foreground of the view, overall the magnitude of change is considered to be negligible. Assessed alongside the high sensitivity of the receptor this will give rise to a negligible effect.</p>
375.6.005	Channelled view south from Chivenor Primary School down Cadbury Drive	The main construction works associated with construction of the Proposed Scheme and diverting the River Tame will be obscured from view by the intervening buildings and vegetation. There may be glimpsed views down Cadbury Drive of the demolition of existing buildings on the Castle Bromwich Business Park and the construction of the route of the Proposed Scheme adjacent to the existing Birmingham and Derby line. The re-positioning of the National Grid overhead power lines and transmission towers will be visible in the background above the intervening buildings and trees but will be a

		<p>short-term, temporary effect. Therefore the magnitude of change is considered to be negligible.</p> <p>The negligible magnitude of change assessed alongside the low sensitivity of the receptor will result in negligible effects.</p>
375.2.001 and 375.2.002	Indirect views / direct views south from residences on Cadbury Drive	<p>Significantly affected during daytime construction: refer to Volume 2</p> <p>Works to the tunnel portal and tunnel itself will be 24 hour and lit during the hours of darkness. This will appear against the backdrop of the existing well lit Castle Bromwich Business Park. Given the presence of existing lighting, effects at night will be non-significant and no further assessment is required.</p>
375.2.003	Indirect / direct views south from residences at the western end of Cadbury Drive near A452 Chester Road	<p>The majority of construction activities will be obscured by intervening topography and vegetation in the middle ground of the view. However, the re-positioning of the National Grid overhead power lines and transmission towers and possibly the tops of cranes utilised to build the River Tame viaduct passing through Park Hall nature reserve and the tunnel portal will be visible above the vegetation. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.</p>
377.2.001	View south from residences on Kingsbury Road on the approach to the roundabout junction with A452 Chester Road	<p>The majority of construction activities will be obscured by the intervening buildings of the Ravenside retail park in the middle ground but the cranes and plant used in the repositioning of transmission towers and the construction of the tunnel portal will potentially be visible in the background above the roofline of the intervening buildings. Therefore the magnitude of change is considered to be negligible.</p> <p>The negligible magnitude of change assessed alongside the high sensitivity of the receptor will result in negligible effects.</p>
377.2.002	View south from residences on A452 Chester Road	<p>The majority of construction activities will be obscured by the intervening buildings and vegetation in the middle ground but the cranes and plant used in the repositioning of transmission towers and the construction of the tunnel portal will potentially be visible in the background above the roofline of the intervening buildings. Therefore the magnitude of change is considered to be negligible.</p> <p>The negligible magnitude of change assessed alongside the high sensitivity of the receptor will result in negligible effects.</p>
377.4.003	View south from Spitfire Island overlooking M6	<p>The negligible magnitude of change assessed alongside the low sensitivity of the receptor will result in negligible effects.</p>
377.5.003	View east from Castle Bromwich Inn, Castle Bromwich.	<p>The majority of construction activities will be obscured by the intervening buildings and vegetation in the middle ground but the cranes and plant used in the repositioning of transmission towers and the construction of the tunnel portal will, from the upper storeys of the hotel, be potentially visible in the background above the roofline of the intervening buildings. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the medium sensitivity of the receptor will result in minor adverse effects.</p>
378.2.009	View west from residences on Fairholme Road near the junction with Bromford Road	<p>There will be channelled and glimpsed views of the proposed Washwood Heath Rolling Stock Maintenance Depot during construction in the middle ground at the centre of the view. The views will be above intervening buildings and filtered through vegetation against the backdrop of industry and Birmingham city centre beyond. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.</p>
383.2.001	Views south-east from residences on Oval Road	<p>There will be framed views of the proposed Washwood Heath Rolling Stock Maintenance Depot during construction in the background at the centre of the view. The views will be above intervening buildings and filtered through vegetation against the backdrop of the residential areas of Ward End beyond. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.</p>

2 Permanent effects arising during operation

2.1 Landscape assessment

2.1.1 Table 6 summarises the assessment for all the LCAs identified within the study area, which are considered to experience non-significant effects (minor or negligible) during the operation of the Proposed Scheme. These are ordered from east to west along the route of the Proposed Scheme. The year 15 and year 60 assessments take into account the further integration of the Proposed Scheme into the landscape following greater maturity of the proposed planting.

Table 6: Schedule of non-significant landscape effects during operation

Landscape character area	Description of effect - operation year 1	Description of effect - operation year 15	Description of effect - operation year 60
Cole Valley LCA	Significantly affected: refer to Volume 2 CFA19	By year 15 the planting along the route will have established, reducing the mass and scale of the new River Tame viaduct and integrate and soften the Langley Hill embankment profiles sides. This planting will begin to reflect the existing character of woodland blocks and that alongside the motorways. Therefore, the magnitude of change is considered to be low. The low magnitude of change assessed alongside the medium sensitivity of the character area will result in a minor adverse effect.	By year 60, the planting will have matured and further replicate the woodland character and that of the vegetation alongside the motorways. However due to the height and scale of the Langley Hill embankment and River Tame viaducts, the Proposed Scheme is considered to remain a minor alteration to the gently undulating landform. Therefore, the magnitude of change is considered to remain low. The low magnitude of change assessed alongside the medium sensitivity of the character area will result in a minor adverse effect.
Farnborough Road Paddock and Open Space LCA	Minor change to a small part of the setting of the LCA arising from the partial removal of vegetation adjacent to Plants Brook will result in minor adverse effects.	The significance of operational effects will reduce from minor adverse to negligible because of the change in character and setting arising from the maturity of the Proposed Scheme planting.	No change to LCA or setting.
Castle Bromwich Business Park LCA	Minor change to a small part of the setting of the LCA arising from the partial removal of vegetation adjacent to the Birmingham and Derby line will result in minor adverse effects.	The significance of operational effects will reduce from minor adverse to negligible because of the change in character and setting arising from the maturity of the Proposed Scheme planting.	No change to LCA or setting.
Washwood Heath rail corridor LCA	The majority of this LCA is located within CFA26. For the assessment of permanent effects during operation refer to Volume 5 CFA 26.	The majority of this LCA is located within CFA26. For the assessment of permanent effects during operation refer to Volume 5 CFA 26.	The majority of this LCA is located within CFA26. For the assessment of permanent effects during operation refer to Volume 5 CFA 26.

2.2 Visual assessment

2.2.1 Table 7 summarises the assessment for all the representative viewpoints identified within the study area, which are considered to experience non-significant effects (minor or negligible) during operation of the Proposed Scheme. These are ordered from east to west along the route of the Proposed Scheme. The year 15 and year 60 assessments take into account how greater maturity of proposed planting may further screen views of the Proposed Scheme.

Table 7: Schedule of non-significant visual effects during operation

Viewpoint		Description of effect – operation year 1		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
		Winter	Summer		
371.2.001	View west from residences on the B4118 Birmingham Road	<p>The Proposed Scheme will be predominantly hidden from view in a deep cutting (Water Orton cutting) with only the Water Orton over bridge and boundary fencing visible through intervening vegetation. Therefore, the magnitude of change is considered to be low, giving rise to a minor adverse effect.</p> <p>The view of the Proposed Scheme from viewpoint 371.2.001 during winter operation year 1 is illustrated on the photomontage shown in Figure LV-01-173 (Volume 2, CFA25 Map Book)</p>	<p>The Proposed Scheme will be predominantly hidden from view in a deep cutting (Water Orton cutting) with only the Water Orton over bridge and boundary fencing partially visible through intervening vegetation. Therefore, the magnitude of change is considered to be negligible, giving rise to a negligible effect.</p>	<p>There will be no change to the assessment during the summer of year 15.</p> <p>The view of the Proposed Scheme from viewpoint 371.2.001 during summer operation year 15 is illustrated on the photomontage shown in Figure LV-01-264 (Volume 2, CFA25 Map Book)</p>	<p>There will be no change to the assessment during the summer of year 60.</p>
370.6.001	View north-west from Water Orton Road adjacent to Park Hall College	<p>The Proposed Scheme will be predominantly hidden from view in a deep cutting (Water Orton cutting). Therefore, the magnitude of change is considered to be negligible, giving rise to a negligible effect.</p>	<p>There will be no change to the assessment during summer operation year 1.</p>	<p>There will be no change to the assessment during the summer of year 15.</p>	<p>There will be no change to the assessment during the summer of year 60.</p>
372.3.001	View north-west from the footpath near Pikehorne Croft overlooking the M6	<p>The River Tame viaduct and Langley Hill embankment of the Proposed Scheme will pass through the middle ground of the view above existing ground levels and existing Derby to Birmingham line. It will be glimpsed through the intervening trees and A452/M6 road corridor. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.</p>	<p>There will be no change to the assessment during summer operation year 1.</p>	<p>There will be no change to the assessment during summer operation year 15.</p>	<p>There will be no change to the assessment during summer operation year 60.</p>
372.2.002	Partial view north-west from residences on Blewitt Close through intervening vegetation	<p>Views of the Proposed Scheme in the background will be heavily filtered by the existing mature vegetation in the foreground. Potential glimpsed views will be possible through and over the trees and vegetation of the train and associated overhead line equipment on the River Tame viaduct and Langley Hill embankment adjacent to the Birmingham and Derby to Birmingham line. Therefore the magnitude of change is considered to be negligible.</p> <p>The negligible magnitude of change assessed alongside the high sensitivity of the receptor will result in negligible effects.</p>	<p>There will be no change to the assessment during summer operation year 1.</p>	<p>There will be no change to the assessment during summer operation year 15.</p>	<p>There will be no change to the assessment during summer operation year 60.</p>
373.3.003	View south from the north-western boundary of Farnborough Road Open Space	<p>The Proposed Scheme will be visible at a distance through and above the intervening vegetation in the middle ground alongside the Plants Brook and existing Birmingham and Derby line. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the</p>	<p>There will be no change to the assessment during summer operation year 1.</p>	<p>During summer, the vegetation in the middle ground will have matured and will further obscure views towards the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible, giving rise to a negligible effect.</p>	<p>There will be no change to the assessment during summer operation year 60.</p>

		high sensitivity of the receptor will result in minor adverse effects.			
373.2.004	View south-east from residences on Farnborough Road near Rawlins Croft	<p>The Proposed Scheme will be visible at a distance through and above the intervening vegetation in the middle ground alongside the Plants Brook and existing Birmingham and Derby line. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.</p> <p>The view of the Proposed Scheme from viewpoint 373.2.004 during winter operation year 1 is illustrated on the photomontage shown in Figure LV-01-174 (Volume 2, CFA25 Map Book)</p>	During summer, mature trees in the middle ground of the view will further obscure views towards the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible, giving rise to a negligible effect.	There will be no change to the assessment during summer operation year 15.	There will be no change to the assessment during summer operation year 60.
373.7.008	View south from The Vale Sports Club pitches	<p>The Proposed Scheme will be visible at close proximity through and above the intervening vegetation in the middle ground alongside the Plants Brook and existing Birmingham and Derby line. Therefore the magnitude of change is considered to be medium.</p> <p>The medium magnitude of change assessed alongside the low sensitivity of the receptor will result in minor adverse effects.</p>	During summer, mature trees in the middle ground of the view will further obscure views towards the Proposed Scheme. Therefore, the magnitude of change is considered to be low, giving rise to a negligible effect.	There will be no change to the assessment during summer operation year 15.	There will be no change to the assessment during summer operation year 60.
372.3.004	View north-west from PRoW (ref. M44) off Parkfield Drive overlooking M6 corridor	<p>Views of the Proposed Scheme will be heavily filtered by the existing mature vegetation in the foreground and middle ground. Potential glimpsed views will be possible through and over the trees and vegetation of the train and associated overhead line equipment on the River Tame viaduct and Langley Hill embankment adjacent to the Birmingham and Derby line. Therefore the magnitude of change is considered to be negligible.</p> <p>The negligible magnitude of change assessed alongside the high sensitivity of the receptor will result in negligible effects.</p>	There will be no change to the assessment during summer operation year 1.	There will be no change to the assessment during summer operation year 15.	There will be no change to the assessment during summer operation year 60.
375.2.006	View south-east from residences on Farnborough Road across the open space	<p>The Proposed Scheme will be visible at a distance through and above the intervening vegetation in the middle ground alongside the Plants Brook and existing Birmingham and Derby line. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.</p>	During summer, mature trees in the middle ground of the view will further obscure views towards the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible, giving rise to a negligible effect.	There will be no change to the assessment during summer operation year 15.	There will be no change to the assessment during summer operation year 60.
373.3.001	View south from Castle Vale Nature Conservation Area (Farnborough Fields)	The River Tame viaduct will be glimpsed through existing vegetation cutting across the middle ground of the view passing from Parkhall Wood on the left into Park Hall nature reserve and the River Tame valley on the right. Although the River Tame viaduct will be up to 10m above the existing Birmingham and Derby rail line, the associated catenary and overhead line equipment will be largely obscured by intervening vegetation. Therefore, the magnitude of change is considered to be low.	During summer the leaves of mature trees in the foreground and middle ground of the view will further obscure views towards the route. Therefore, the magnitude of change is considered to be low, giving rise to a minor adverse effect.	<p>During summer, the vegetation in the middle ground will have matured and will further obscure views towards the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible, giving rise to a negligible effect.</p> <p>The view of the Proposed Scheme from viewpoint 373.3.001 during summer operation year 15 is illustrated on the photomontage shown in Figure LV-01-265 (Volume 2, CFA25 Map Book)</p>	There will be no change to the assessment during summer operation year 60.

		<p>The medium magnitude of change assessed alongside the high sensitivity of the receptor will result in a minor adverse effect.</p> <p>The view of the Proposed Scheme from viewpoint 373.3.001 during winter operation year 1 is illustrated on the photomontage shown in Figure LV-01-175 (Volume 2, CFA25 Map Book)</p>			
373.2.002	View south-east from residences on Javelin Avenue across open space	<p>The Proposed Scheme will be visible at a distance through and above the intervening vegetation in the middle ground alongside the Plants Brook and existing Birmingham and Derby line. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.</p>	During summer, mature trees in the middle ground of the view will further obscure views towards the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible, giving rise to a negligible effect.	There will be no change to the assessment during summer operation year 15.	There will be no change to the assessment during summer operation year 60.
375.6.005	Channelled view south from Chivenor Primary School down Cadbury Drive	<p>Visibility will be restricted to a framed view along Cadbury Drive of overhead line equipment associated with the Proposed Scheme. The overhead line equipment will be heavily filtered by mature vegetation alongside the existing Birmingham and Derby line as the train enters a cutting (Castle Bromwich retained cut) on the approach to the tunnel portal. The visibility of the Proposed Scheme will occupy a small part of the total view. Therefore the magnitude of change is considered to be negligible.</p> <p>The negligible magnitude of change assessed alongside the low sensitivity of the receptor will result in negligible effects.</p>	There will be no change to the assessment during summer.	There will be no change to the assessment during summer operation year 15.	There will be no change to the assessment during summer operation year 60.
375.2.001	Indirect views / direct views south from residences on Cadbury Drive	<p>Visibility will be restricted to overhead line equipment associated with the Proposed Scheme heavily filtered by mature vegetation alongside the existing Birmingham and Derby line as the train enters a cutting (Castle Bromwich retained cut) on the approach to the tunnel portal. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.</p>	During summer, the mature vegetation alongside the existing Birmingham and Derby line in the foreground of the view will further obscure views towards the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible, giving rise to a negligible effect.	There will be no change to the assessment during summer operation year 15.	There will be no change to the assessment during summer operation year 60.
375.2.002	Indirect views / direct views south from residences on Clayton Walk off Cadbury Drive	<p>Visibility will be restricted to overhead line equipment associated with the Proposed Scheme heavily filtered by mature vegetation alongside the existing Birmingham and Derby line as the train enters a cutting (Castle Bromwich retained cut) on the approach to the tunnel portal. Therefore the magnitude of change is considered to be low.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.</p>	During summer, the mature vegetation alongside the existing Birmingham and Derby line in the foreground of the view will further obscure views towards the Proposed Scheme. Therefore, the magnitude of change is considered to be negligible, giving rise to a negligible effect.	There will be no change to the assessment during summer operation year 15.	There will be no change to the assessment during summer operation year 60.

3 **References**

Birmingham City Council (BCC) (2005). Birmingham Unitary Development Plan. Birmingham, BCC.

Natural England (2012). National Character Area profile: 97. Arden. London, Natural England.